



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

BOARD MEETING NOTICE

Thursday, June 23, 2005, 3:30 p.m.

CMA Board Room

1333 Broadway, Suite 220

Oakland, California 94612

(see map on last page of agenda)

Chair: Councilmember Larry Reid

Vice Chair: Supervisor Scott Haggerty

Executive Director: Dennis R. Fay

Secretary: Christina Muller

AGENDA

“Copies of individual Agenda Items are available on the CMA’s Website”

1.0	ROLL CALL	Confirm Quorum	3:30 p.m.
2.0	PLEDGE OF ALLEGIANCE		
3.0	PUBLIC COMMENT		3:35 p.m.
Members of the public may address the Board during “Public Comment” on any item <u>not</u> on the agenda. Public comment on an agenda item will be heard when that item is before the CMA Board. Anyone wishing to comment should make his or her desire known to the Chair.			
4.0	CHAIR'S/VICE-CHAIR'S REPORT	Information/Action	3:40 p.m.
5.0	EXECUTIVE DIRECTOR'S REPORT*(page 1)	Information/Action	3:45 p.m.
6.0	CONSENT CALENDAR	Approval	3:50 p.m.
6.1	Meeting Minutes May 26, 2005* (page 35)		
6.2	Financial Reports: May 2005* (page 41)		

Consent Items recommended by the following committees:

6.3 Plans & Programs Committee

6.3.1 **Federal STP/CMAQ Program: Cycle 1 Augmentation and CMA TIP: Local Streets and Roads Rehab & Safety Funds* (page 49)**

MTC anticipates an additional \$107 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. The CMA TIP programming process for local streets and roads and safety projects that was initiated in February was delayed to match with the schedule of the federal STP Cycle 1 Augmentation funds. It is recommended that the Board approve the attached final program of projects for the CMA TIP and STP Cycle 1 Augmentation Funds. *Note: Requires 18 affirmative votes.*

6.3.2 **CMA TIP Exchange Program: Quarterly at Risk Report* (page 55)**

It is recommended that the Board approve the attached Quarterly At Risk report for local projects programmed in the CMA TIP Exchange Program.

6.3.3 Transportation Fund for Clean Air (TFCA): Submittal of Grant Application for the Regional Program* (page 57)

It is recommended that the CMA Board approve Resolution 05-14 authorizing the Executive Director to submit applications for three projects related to the SMART Corridors program to the Bay Area Air Quality Management District in the Transportation Fund for Clean Air (TFCA) Regional program. The applications are due on June 30, 2005 and require a Resolution of Support from the Lead Agency.

6.3.4 Dynamic Ridesharing Pilot Project – Budget and Contract Amendment* (page 61)

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies, installation of a kiosk at the Dublin/Pleasanton BART station and transitioning the call center operations from RIDES to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. Funds are available from the federal grant; however a local match is required. It is recommended that the Board approve programming of \$33,600 in federal funds and \$8,400 in CMA TIP funds to implement the program for six months. *Note: Requires 18 affirmative votes.*

6.4 Administration & Legislation Committee

6.4.1 Congestion Management Program (CMP): Dynamic Ridesharing Pilot Project – Budget and Contract Amendment* (page 71)

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies and transitioning the call center operations to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. It is recommended that the Board approve an additional \$42,000 for consultant services for Phase 1 of the Dynamic Ridesharing pilot project, with a revised budget total of \$173,700 and authorize the Executive Director to execute the necessary contract amendments. The additional \$42,000 consists of \$33,600 federal funds and \$8,400 local match from the CMA exchange program.

6.4.2 Int'l/Telegraph Rapid Bus Project: Amendment to Agreement with AC Transit for Additional Work* (page 81)

AC Transit has requested a number of additional items as a part of the International-Telegraph Rapid Bus project. These items include on-board surveys, bus stop modifications, closed circuit TV, additional video image detection, and server data retrieval. It is recommended that CMA Board:

1. Authorize the Executive Director to negotiate and execute an amendment to the agreement with AC Transit for these additional items.
2. Authorize the Executive Director to execute all necessary agreements required for the activities related to these additional items.

6.4.3 Transportation Fund for Clean Air (TFCA): TravelChoice Pilot Project* (page 83)

The Transportation & Land Use Coalition (TALC) has asked the CMA to act as the official public agency sponsor for an application to the Air District for regional TFCA funds for a demonstration of the TravelChoice project. This pilot project includes an individualized marketing campaign to find and target interested participants and identify personalized transportation options for households. The small amount of CMA costs associated with this grant will be reimbursed through the grant. It is recommended that the CMA Board take the following three actions:

- 1) Authorize staff to submit an application to the Air District for this project;
- 2) Approve Resolution 05-15 to accompany the application as required by Air District guidelines; and
- 3) Authorize the Executive Director to execute any agreements necessary for the implementation of the project.

6.4.4 Executive Director's Performance Objectives for 2005-06* (page 87)

The employment agreement with the Executive Director requires annual objectives for the upcoming fiscal year. It is recommended that the Board approve the attached performance objectives for 2005-06.

6.4.5 SB 172 (Torlakson): Bay Area Toll Bridge Financing* (page 89)

This bill would specify a cost sharing agreement between toll payers and the state to complete the toll bridge seismic retrofit program. The bill would split the identified shortfall of about \$3.5 billion on an approximately 50-50 basis between toll payers and the state. The bulk of the state contribution would come from passage of a statewide bond measure as planned in SB 1024 (Perata). A \$1 toll increase would fund the regional share. The bill would also consolidate all tolls under MTC acting as the Bay Area Toll Authority. It is recommended that the CMA support SB 172 (Torlakson).

6.4.6 AB 697 (Oropeza): Continuous Appropriations of Transportation Funds* (page 109)

In any year in which a Budget Act has not yet been enacted by July 1, AB 697 would require all previously appropriated transportation funds to be continuously appropriated until a budget is enacted. The intent is to avoid delays and disruptions in work on transportation projects and to avoid the associated costs and consequences. It is recommended that the CMA support AB 697 (Oropeza).

6.5 Follow-up to Previous Board Actions

6.5.1 Triangle Analysis Policy Advisory Committee Alternates

In November 2004, the Board authorized an analysis of sequencing options for improvements on I-580, I-680 and Route 84 in the Livermore Valley. The Board created a policy advisory committee composed of two representatives from each of the three cities and the two county supervisors representing the area. It is recommended that the Board authorize the three cities and the county to appoint one alternate each to be sure every jurisdiction is represented at all meetings.

*** END OF CONSENT ITEMS ***

7.0 PLANS & PROGRAMS COMMITTEE REPORTS Information/Action 3:55 p.m.

7.1 2006 State Transportation Improvement Program (STIP): Schedule and Process* (page 113)

It is recommended that the Board approve the attached process and schedule for the development of the Alameda County program of projects for the 2006 STIP. The process recognizes the California Transportation Commission's proposal for a two-tiered STIP and the uncertainty associated with the estimates of available funding over the next STIP period.

7.2 Lifeline Transportation Program* (page 119)

It is recommended that the Board authorize the CMA to submit notification to MTC that the CMA and ACTIA will jointly administer the Lifeline Transportation Program and that the CMA has an interest and is willing to administer the program consistent with MTC's Guiding Principles for County Lifeline Programs guidelines. A copy of MTC's Guiding Principles is attached. MTC has designated the CMAs and/or other countywide entities as administering agencies for the initial three years of the Lifeline Transportation Program. The Program will address transportation needs of low-income people in areas that have developed a Community Based or similar Transportation Plan. MTC will allocate \$4.1 million to Alameda County over three years. ACTIA administers special transportation for senior and people with disabilities, many of whom are low income. CMA and ACTIA staffs have initiated discussions to coordinate the administration of the Lifeline program, with CMA administering capital funds and ACTIA administering operating funds. Staff will continue to develop a more detailed work program during the summer 2005.

8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS (no items this month)

9.0 OTHER BUSINESS

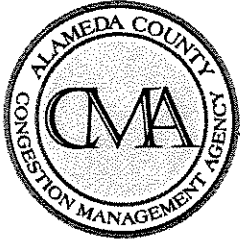
10.0 ADJOURNMENT 4:15 p.m.

- * Attachment enclosed for members and key staff.
- ** Materials will be handed out at the meeting.
- (#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

NEXT MEETINGS

THURSDAY, July 28, 2005; 3:30 P.M.; CMA Board Room, Oakland
THURSDAY, September 22, 2005; 3:30 P.M.; CMA Board Room, Oakland
THURSDAY, October 27, 2005; 3:30 P.M.; CMA Board Room, Oakland



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MEMORANDUM

*June 23, 2005
Agenda Item 5.0*

DATE: June 13, 2005
TO: Congestion Management Agency Board
FROM: Dennis R. Fay, Executive Director *DRF*
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

Vacation

I will be on vacation from June 13th through July 1st. In my absence, Jean Hart or Frank Furger is available to assist Board members with any matter needing attention.

Correspondence

We have received the attached letter from ACTA concerning a replacement project for the Route 238 Bypass project and Howard Beckman concerning distribution of agenda packets.

Sacramento Report

I have attached a report from the CMA's Sacramento representative.

Washington Report

I have attached a report from the CMA's Washington, DC representative.

CMA Exchange Program – Status Report

The CMA has received a total of \$38.06 million in payments from exchange project sponsors including \$20.18 million from AC Transit, \$8.1 million from BART, \$2.20 million from the City of Fremont, \$4.23 million from the City of Dublin, and \$3.42 million from the City of Livermore. The City of Livermore has the only remaining original exchange project that requires reimbursement to the CMA. The City of Livermore's remaining balance owed to the CMA Exchange program is \$177,000.

Status of Corridor Studies/Projects

I-580 HOV Lane Project –The administrative draft operations report is being reviewed. The environmental and design consultants are working together to identify the design of the facility. The final design will serve as the project description for the environmental document. A preliminary risk assessment has been completed. The administrative draft environmental document is scheduled to be completed at the end of summer. Phase 1 of the project will provide

an interim eastbound HOV lane to commuters on I-580 between Tassajara Road in Pleasanton and Greenville Road in Livermore. The CMA is partnering with Caltrans in the preliminary engineering of the Phase 1 project, with Caltrans completing work for required design exceptions and providing design oversight, and a CMA design consultant completing preliminary engineering. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project. For the ultimate project, Caltrans will perform preliminary engineering activities with CMA oversight.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. A request for proposals to provide supplemental staff support to Caltrans will be issued in summer 2005. The PSR will evaluate options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will be used in evaluating the ultimate improvements required for the I-580 corridor, and is anticipated to be completed in 2006. This project is being developed as a portion of the I-580 Corridor RM2 Project, for which MTC allocated \$6 million in late 2004.

I-680 HOV Lane Project – Sound wall Construction – The contract is at about 72% of the allotted time and the project is approximately 69% complete. The project completion will be delayed to August 2005 due to a combination of weather delays and the addition of a new wall to the project scope. The project is one of the components of the overall I-680 Corridor Improvements. Work along the overall corridor includes excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls, and installing masonry block. A detailed project status by wall group is available on the ACCMA web page as well as job site photos.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 SMART Carpool Lane Project – Work has continued on the Project Study Report including civil engineering, additional travel demand modeling, operational analysis and additional economic forecasting. The draft Communication Plan was approved by the Management Committee on May 24. Work continued to finalize the Risk Management Plan. The draft plan will be presented to the Policy Advisory Committee.

Tri-Valley Triangle Analysis – At its June 3rd meeting, the Policy Advisory Committee approved the roadway network for modeling transportation improvements for the future planning horizon and the selection of the operations model. The June Board agenda includes an item requesting authorization for alternates on the PAC for each jurisdiction.

I-880 Corridor – In October, MTC allocated RM2 funds for project development on the northern portion of I-880 in Oakland. This project will provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts of the project. A request for proposals for project development and preliminary engineering services was released January and nine proposals were received. The Korve/RBF Team was selected to perform the project development work for the project and a notice to proceed has been issued.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 corridor to determine what transportation strategies make the most sense and when they should be implemented. Caltrans made a presentation on the scope of work and the status of the study to the I-880 Steering Committee on December 13, 2004. Currently, data input and simulation model development are in progress. Upon completion of initial model development, Caltrans will be able to provide a status report on the study - probably in July or August 2005.

Ardenwood Park & Ride Lot Project – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2); an Initial Project Report and allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. Staff is pursuing a Categorical Exemption as the environmental document for this project, and expects to complete the CE by summer 2005. Right of way acquisition and final design will begin shortly after the environmental document is approved.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will begin this summer. The EIS and Supplemental EIR are expected to be complete in early 2007.

Caldecott Tunnel 4th Bore - The Project Leadership Team (PLT), comprised of representatives from the ACCMA, CCTA and Caltrans continue to meet on a monthly basis to discuss the project development process for the project as well as a process for outreach to the public and other local agencies. Caltrans and the consultant team are continuing the combined effort of completing the environmental documentation for the project. A draft environmental document is scheduled for release late in 2005. The Preliminary Project Report, which will provide more detailed cost estimates for the project, is scheduled to be released in August. Caltrans and the Partner agencies sponsored open house/public information meetings in early June to provide the public with project information and answer questions about the project.

Community Based Transportation Plan: West Oakland – MTC approved funding for a Community Based Transportation Plan in West Oakland. A consultant has been selected to prepare the West Oakland Plan. The project will be initiated in July 2005.

Dumbarton Rail Corridor – Phase 1 of the EIR/EIS process, focusing on alternatives analysis, will be complete November-December 2005. Phase 2, which will analyze 1 rail alternative and 1 bus alternative, will be complete June 2006. The parties are developing funding agreements for the first phase among ACTIA, VTA and San Mateo and principles for governance and operation, which will include a CMA representative on the management and operating committee.

Dynamic Ridesharing – A kiosk has been installed at the Dublin/Pleasanton BART station. Comprehensive testing of the software is complete. Once the remaining logistics of taxi service (guaranteed ride home) and the Call Center transition from RIDES to the new consultants providing regional rideshare services are resolved, the program will begin a “soft launch” to a select group in summer 2005.

FAIR Lanes – The economic and travel forecasting work are complete. The consultants presented the draft final report to the Technical Advisory Committee on June 9th. The TAC will meet one last time in July to finalize the report. The consultants will present the findings of the study to the CMA Board in July.

Grand/MacArthur Corridor Transit Enhancements CMA and AC Transit are the joint sponsors of the Regional Express Bus program that is funded by Regional Measure 2. A component of this project is the transit enhancements along Grand/MacArthur Corridor starting at 106th Avenue and ending at Maritime for the Bay Bridge access. This project includes a transit operations analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM 2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the installation of Transit Signal Priority components in the Corridor. The total budget for this phase of the Grand/MacArthur Corridor enhancement is \$1,248,000. A Request for Proposals was released in April 2005 for consultant services to conduct a transit operations and traffic engineering analysis for this corridor. A total of four proposals were received on May 19, 2005. Interviews were held on June 6, 2005. The construction is expected to start in 2006. However, equipment such as traffic signal controller assembly and cabinets will be procured by the end of calendar year 2005.

Rapid Bus and SMART Corridor on International/Broadway/Telegraph - CMA staff is coordinating the work with AC Transit, on the implementation of this new Rapid Bus corridor. This corridor starts at the Bay Fair BART station, in the city of San Leandro and includes portions of E 14th/International Boulevard, Broadway, Telegraph in the cities of Oakland, and Berkeley. The length of this corridor is about 18 miles, and carries about 30,000 daily transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement measure B funds provided to AC Transit by ACTIA. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. It is expected that CMA would administer multiple procurement and construction contracts that may run concurrently to meet the schedule. The CMA Board has authorized staff to solicit multiple calls for bids for equipment and construction. The design for E 14th/International and Telegraph has been completed. The Bids for the traffic signal controllers and cabinets were received on May 12th. McCain Traffic supplies, inc. was the lowest, responsive bidder. The Bids for construction on Broadway were rejected as only one bid was received that was much greater than the engineer's estimate of probable costs. CMA is re-

advertising the Broadway work on June 15, 2005, following an outreach to the contractor community. Bids will be due on July 7, 2005. The A call for bids will also be made on June 15, 2005 for Telegraph Avenue, with bids due on July 7, 2005. E 14th/International work will be advertised in August following the review and permit process from Caltrans. Based on a request from AC Transit, CMA has also requested bids for 34th Avenue. The bids were received on June 3, 2005. SIMCO Construction, Inc. of Oakland was selected. This work is needed for a preliminary start of service by July 2005.

Route 84 HOV – Dumbarton Corridor - In October MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

San Pablo Avenue Corridor – The San Pablo Policy Advisory Committee scheduled for June 16 was canceled. AC Transit staff has indicated that the funding agreement for securing ACTIA funds for the corridor is complete. Consultants will be issued a Notice to Proceed. The Policy Advisory Committee is expected to meet on July 14th for a progress report on the improvements.

SMART Corridors Program – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. A minor contract was issued to the construction contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. The public WEB site address for the SMART Corridors is: <http://www.smartcorridors.com>. Emitters have been supplied to the first responders for safe and fast deployment to incidents on freeways and surface streets. Additionally, on-board data terminals have been provided to the fire departments for real-time viewing of traffic congestion, video and incidents prior and as dispatched to incidents.

Guaranteed Ride Home Program – The Annual Program Evaluation was approved by the Board and is posted on the CMA website. The program was initiated in April 1998. One hundred and twenty six employers and 3,352 employees are registered in the program, and 954 rides have been taken, including 39 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.62 and the average trip length is 39.01 miles. The average trip distance for a rental car ride is 87.35 miles and the cost per rental car use is \$55.00. Using the rental car saves \$77.00 for each average 65-mile trip.

Transportation and Land Use Program (T Plus) – Following the CMA Board recommendation in May 2005, staff will prepare a scope and budget and potential fund sources for a Transit Oriented Development (TOD) consultant pool and a TOD project fund monitor.

Transportation Fund for Clean Air (TFCA) Regional Program – The Bay Area Air Quality Management District (BAAQMD) has released a call for projects for the Regional TFCA program. Applications are due to BAAQMD by June 30, 2005. Additional information on the program is available at:

http://www.baaqmd.gov/pln/grants_and_incentives/tfca/regional_fund.asp.

Safe Routes to School – Cycle 6 – Caltrans has released a call for projects for the Safe Routes to School (SR2S) program. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. Applications are requested by Caltrans by June 30, 2005. Additional information on the program is available at:

<http://svhqsg4.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>.

Environmental Documents/General Plan Amendments Reviewed

Since my last report, staff has reviewed twelve environmental documents, notices of preparation or general plan amendments. A response was prepared for one of them and it is attached.

CMA Board and Committee Meeting Dates

Board meetings will be at 3:30 p.m. Plans & Programs Committee meetings will be at 10:15 a.m. in the CMA offices in Oakland unless otherwise noted. Administration & Legislation Committee meetings will be at 9:30 a.m. in the CMA offices in Oakland unless otherwise noted.

<u>CMA Board</u>	<u>Plans & Programs</u>	<u>Administration & Legislation</u>
July 28, 2005	July 11, 2005	July 11, 2005
August (no meetings)	September 12, 2005	September 12, 2005
September 22, 2005	October 10, 2005	October 10, 2005
October 27, 2005	November 7, 2005	November 7, 2005
November 17, 2005	December 12, 2005	December 12, 2005
December 22, 2005		

Voice Mail Numbers for Staff

10	Claudia Magadan	16	Frank Furger
11	Jean Hart	17	Vicki Winn
12	Dennis Fay	19	Christina Muller
13	Diane Stark	21	Yvonne Chan
14	Cyrus Minoofar	22	Agnas Gooden
15	Matt Todd	24	Saravana Suthanthira
		27	Stefan Garcia



**Alameda
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Supervisor, District 4

Roberta Cooper, Vice-Chair
Mayor, City of Hayward

Keith Carson
Supervisor, District 5

Henry Chang, Jr.
Councilmember-At-Large,
City of Oakland

Mark Green
Mayor, Union City

Scott Haggerty
Supervisor, District 1

Alice Lai-Bitker
Supervisor, District 3

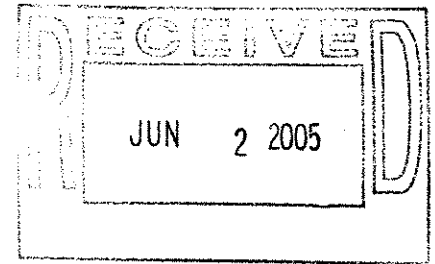
Gail Steele
Supervisor, District 2

Shelia Young
Mayor, City of San Leandro

Christine Monsen
Executive Director

June 1, 2005

Mr. Dennis Fay, Executive Director
Alameda County Congestion Management Agency
1333 Broadway Avenue, Suite 220
Oakland, CA 94612



**SUBJECT: Proposed Amendment to the 1986 Alameda County
Transportation Expenditure Plan for the Replacement Project
of the Route 238 Bypass Project**

Dear Mr. Fay:

The Alameda County Transportation Authority (ACTA) proposes to amend the 1986 Alameda County Transportation Expenditure Plan. This letter serves as a notification to the Alameda County Congestion Management Agency of the ACTA Board's action on this matter. In addition, as required by the enabling statute for Measure B, we are requesting consideration and approval from the Metropolitan Transportation Commission on the proposed Amendment, which is described in detail in Attachment A of this letter.

As you know, the enabling statutes (Bay Area County Traffic and Transportation Funding Act) prescribe that an amendment to the Expenditure Plan is required when a project is added, deleted, or revised in a substantive manner. The purpose of the Authority's proposed Amendment to the Expenditure Plan is to accomplish the following:

1. Delete the Route 238 Hayward Bypass Project and associated Measure B funding from the Expenditure Plan. It is also proposed that the California Department of Transportation, which was named as the sponsor of the Hayward Bypass Project, be deleted from the Plan;
2. Add the new Route 238/Mission/Foothill/Jackson Corridor Improvement Project to the Plan. ACTA proposes a Measure B funding level of \$80 million to be programmed to this new project. It is also proposed that the City of Hayward be the sponsor of the project;
3. Add the I-580/Redwood Road Interchange Improvement Project in Castro Valley. ACTA proposes a Measure B funding level of \$15 million to be programmed to this new project. The sponsor of this project is proposed to be the Alameda County Transportation Improvement Authority;
4. Add the Central Alameda County Freeway Operations Study. ACTA proposes a Measure B funding level of \$5 million to be programmed for the study efforts. The sponsors of the Study are proposed to be the Alameda County Congestion Management Agency and ACTA;
5. Add the Castro Valley Local Traffic Improvements Project. The Authority proposes a Measure B funding level of \$5 million to be programmed to this new program of projects. The sponsor of this project is proposed to be Alameda County; and,

6. Add additional project implementing guidelines specific to the projects added to the Expenditure Plan to improve project delivery and to enhance accountability. The guidelines are included in Attachment A.

Specific to Item 4 above, we are proposing that the ACCMA jointly sponsor with the Authority to conduct a planning level study to assess the operational conditions of the freeway system in Central Alameda County. One of the objectives of this study is to identify current and future transportation problems in specific corridors as well as a program of prioritized potential improvements that could be funded with the proceeds from the sales of excess right of way that was acquired for the Hayward Bypass Project. The resources for the study efforts are proposed to be funded by Measure B funds as part of the Expenditure Plan Amendment process. As such, we request your concurrence on the sponsorship of the proposed study.

In addition, initial discussions with staffs from Caltrans, MTC, and ACCMA on this matter indicated that the Authority's proposed Expenditure Plan Amendment may not have substantive effects on regional air quality conformity and the Commission's on-going regional transportation planning process; therefore, the Route 238/Mission/Foothill/Jackson Corridor Improvement Project does not require additional analysis, thus simplifying the process.

A proposed schedule for the Expenditure Plan Amendment process is included as Attachment B to this letter. The only modification to the schedule is that the Authority will hold the public hearing on the Plan Amendment, rather than MTC. At this point, we hope to complete the Expenditure Plan Amendment process by February 2006.

If you have any questions or need additional information, please contact me at (510) 267-6103, or Arthur Dao, Deputy Director, at 267-6104.

Sincerely,



Christine Monsen
Executive Director

Attachments

CC: Steve Heminger – MTC Executive Director
Jean Hart – ACCMA Deputy Director
Bijan Sartipi – Caltrans District 4 Director
Zack Wasserman – ACTA Legal Counsel
Arthur Dao – ACTA Deputy Director
Jim Ogren – ACTA Project Controls

ATTACHMENT A

Proposed Expenditure Plan Amendment (Amendment No. 1) to Replace the Route 238 Bypass Project with the Hayward Route 238/Mission/Foothill/Jackson Corridor Improvement Project

INTRODUCTION AND BACKGROUND

In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the County's overburdened transportation infrastructure. This tax expires in 2002. A detailed Expenditure Plan guides the use of those funds. Most of the 10 major projects authorized by the 1986 Expenditure Plan have been completed or are under construction, and those that are still in the design and environmental review stage are scheduled to begin construction in the next few years.

One of the 1986 Expenditure Plan projects was the construction of a 5.3 mile segment of Route 238 on a new expressway alignment to bypass downtown Hayward, between Industrial Boulevard and I-580 in Hayward. This project was commonly referred to as the Route 238 Hayward Bypass Project. In the Expenditure Plan, Caltrans was named as the project sponsor. The Bypass Project has been embroiled in controversies since Caltrans commenced the project design in the mid-1960. By the early 1970's, Caltrans had acquired two-thirds of the needed right of way for the project, which triggered a lawsuit regarding replacement housing by the Sierra Club and the Legal Aid Society of Alameda County representing La Raza Unida of Southern Alameda County. The suit resulted in an injunction, which is still in effect. However, the Court established a mechanism for the removal of the injunction through a Consent Decree that was approved in 1990.

Through the three decades between the 1970's and 1990's, the development of the Bypass Project was also impeded by a series of changes in the environmental statutes and regulations, as well as regional and local transportation plan updates. In 1997, a second lawsuit was filed against the project by the Hayward Area Planning Association (HAPA) and the Citizens for Alternative Transportation Solutions (CATS). This suit resulted in a final ruling in 2002 that Measure B funds could not be used in the delivery of the Hayward Bypass Project, effectively depleting the only major funding source for the project.

Since the 2002 Court ruling, ACTA and the City of Hayward have been working on the development of an alternative project to the Hayward Bypass Project that could meet the purpose of the original project and one be eligible for Measure B funding. In April of 2005, the ACTA Board voted to approve the City of Hayward's proposed Route 238/Mission/Foothill/Jackson Corridor Improvement Project and to begin the process to amend the 1986 Measure B Expenditure Plan to replace the Hayward Route 238 Bypass Project with the Route 238/Mission/Foothill/Jackson Corridor Improvement Project.

The Proposed Replacement Route 238/Mission/Foothill/Jackson Corridor Improvement Project includes the following major features:

- Generally on Mission Boulevard between Industrial Parkway and Jackson Street and on Foothill Boulevard between A Street and Mattox Road, conversion of the parking lane to a through traffic lane during peak periods only;
- Foothill Boulevard would become one-way northbound from the Mission/Foothill/Jackson grade separation to A Street;
- A Street would become one-way westbound from Foothill Boulevard to Mission Boulevard;
- Mission Boulevard would become one-way southbound from A Street to the Mission/Foothill/Jackson grade separation;
- B Street would revert to two-way traffic between Foothill Boulevard and Second Street;
- Partial grade separations would be at the Mission/Foothill/Jackson intersection and at Jackson/Watkins intersection;
- Substantial intersection improvements at the Mission/Carlos Bee intersection; and
- Other improvements as proposed by the City of Hayward.

PROPOSED AMENDMENT NO. 1 TO THE 1986 EXPENDITURE PLAN

Thus, pursuant to the enabling legislation of Measure B, under Public Utility Code Sections 131304 and 131050, which allows for the Authority to add, delete a project, or to make changes of major significance, it is proposed that an amendment to the 1986 Expenditure Plan be approved to reflect the following:

1. Delete references to the Route 238 Project currently in the project description in the Expenditure Plan's Essential Transportation Project List as follows:

Project:	Route 238 and Route 84								
Cost:	\$77 million Sales tax contribution: \$67 million								
Sponsor:	Caltrans								
Description:	<p>Route 238 (Mission Boulevard) will be built as a six lane roadway from Industrial Parkway to Route 84 near Decoto Road, existing Mission Boulevard will be widened to six lanes to existing Route 84 will then be built along a previously adopted alignment where right of way have been acquired to intersect with 880.</p> <p>Note: Although the new Route 84 will likely intersect Route 238 somewhere north of Peralta Avenue, the six lane conventional road is intended to extend to Peralta Avenue. The remaining \$10 million to complete the Route will come from other sources; i.e., local assessment districts, thus providing leveraging for the sales tax funds. The project is contingent upon receipt of the \$10 million. If it is not forthcoming, the project will not be built. (2)</p>								
Note (2)	<p>Cost break-out is as follows:</p> <table> <tr> <td>A) Rte. 238 through Union City Widening existing Mission Blvd. to 6 lanes</td><td>15M</td></tr> <tr> <td>B) Rte 84 – 4 lane freeway</td><td>55M</td></tr> <tr> <td>C) Engineering/Design</td><td>7M</td></tr> <tr> <td>Total</td><td>77M</td></tr> </table>	A) Rte. 238 through Union City Widening existing Mission Blvd. to 6 lanes	15M	B) Rte 84 – 4 lane freeway	55M	C) Engineering/Design	7M	Total	77M
A) Rte. 238 through Union City Widening existing Mission Blvd. to 6 lanes	15M								
B) Rte 84 – 4 lane freeway	55M								
C) Engineering/Design	7M								
Total	77M								

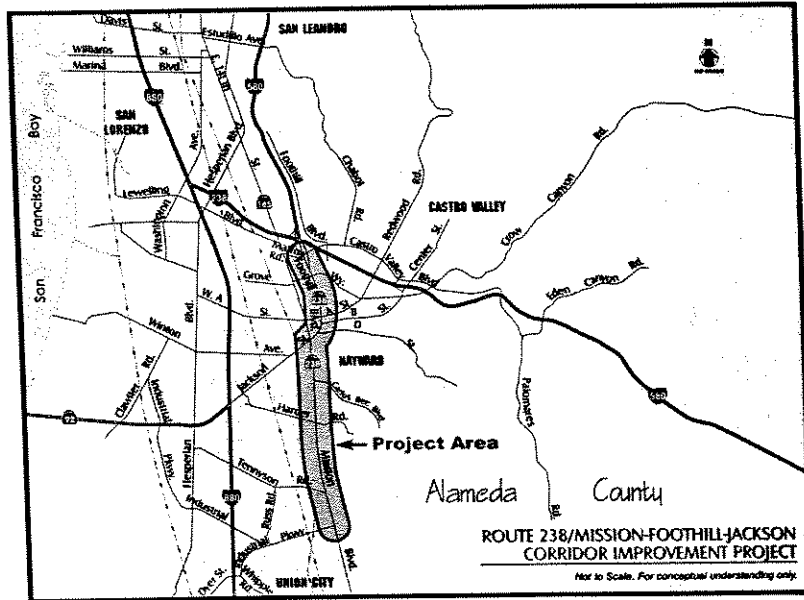
2. Add the City of Hayward's Proposed Route 238/Mission-Foothill-Jackson Corridor Improvement Project as follows:

Project: Route 238/Mission-Foothill-Jackson Corridor Improvement Project In Hayward

Cost: \$91.5 million ACTA Measure B Sales tax contribution: \$80.0 million
(inclusive of \$1.5 million for project definition)

Sponsor: City of Hayward

Description:



Route 238/Mission-Foothill-Jackson Corridor Improvements in Hayward will include capacity and operational as well as pedestrian and bicycle improvements on Foothill and Mission Boulevards between Mattox Road and Industrial Parkway. Between Mattox Road and A Street, Foothill Boulevard will generally accommodate three northbound and three southbound lanes plus the conversion of the existing parking lane to a through traffic lane in each direction during peak periods only. Between A Street and Jackson Street, the project will convert some existing streets to a new one-way street system as follows: A Street will become a one-way street with five westbound lanes, joining Mission Boulevard as a one-way street with five southbound lanes, and meeting a grade separation at the intersection at Foothill/ Mission/Jackson. From the grade separation, Foothill Boulevard will be reconfigured to a one-way street with six northbound lanes to A Street. Between the grade separation and Industrial Parkway, Mission Boulevard will accommodate two lanes northbound and southbound plus a conversion of the existing parking lane to a through traffic lane in each direction during peak periods. Several intersections along Foothill and Mission Boulevards will also be improved, including, but not limited to, the Carlos Bee Boulevard/Mission Boulevard intersection. The final scope of the project will be determined by the environmental clearance process.

Cost and funding break-out and proposed schedule are as follows:

<i>Tentative Cost Breakdown (Subject to Change):</i>		<i>Cost</i>
		<i>(\$ x 1 million)</i>
<i>Scoping</i>		<i>1.5</i>
<i>Environmental/Preliminary Engineering</i>		<i>1.5</i>
<i>Design</i>		<i>8.0</i>
<i>Right-of-Way Support and Capital</i>		<i>12.5</i>
<i>Construction Support and Capital</i>		<i><u>68.0</u></i>
	<i>Total</i>	<i>91.5</i>
<i>Funding:</i>		

\$80.0 million – ACTA Measure B

\$11.5 million – City of Hayward

\$91.5 million - Total

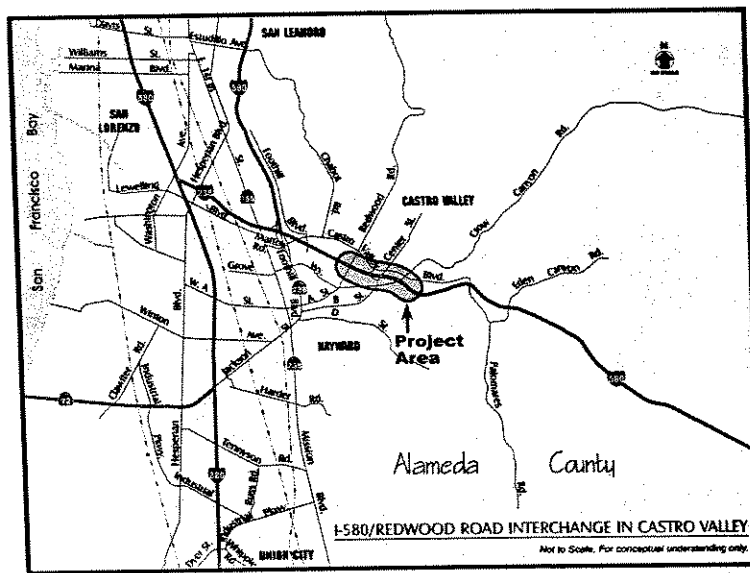
Tentative Schedule:

	<i><u>Begin</u></i>	<i><u>End</u></i>
<i>Scoping</i>	<i>Spring 2003</i>	<i>Spring 2005</i>
<i>Environmental/ Preliminary Engineering</i>	<i>Summer 2005</i>	<i>Winter 2006</i>
<i>Design</i>	<i>Summer 2006</i>	<i>Spring 2008</i>
<i>Right-of-Way Support and Capital</i>	<i>Summer 2006</i>	<i>Winter 2008</i>
<i>Construction Support and Capital</i>	<i>Fall 2008</i>	<i>Summer 2011</i>

3. *Add the I-580/Redwood Road Interchange Project in Castro Valley* as supplemental improvements to the Hayward Route 238 Corridor Improvement Project as follows:

Project: *I-580/Redwood Road Interchange Improvements Project in Castro Valley*
Cost: *\$29 million* *ACTA Measure B Sales tax contribution: \$15 million*
Sponsor: *Alameda County Transportation Improvement Authority (ACTIA)*

Description:



The project is comprised of the following elements (subject to definition in the environmental document):

- *Construct a new westbound off-ramp from I-580 to Redwood Road;*
- *Construct a new eastbound on-ramp from Redwood Road to I-580;*
- *Replace the existing eastbound I-580 off-ramp to Center Street with a new off-ramp to Grove Way; and*
- *Remove the existing westbound on-ramp from Castro Valley Boulevard to I-580.*

Cost break-out and proposed schedule are as follows:

Tentative Cost Breakdown:

	Cost (\$ x 1 million)
Scoping	0.7
Environmental/Preliminary Engineering	0.7
Design	2.1
Right-of-Way Support and Capital	8.5
Construction Support and Capital	<u>17.0</u>
Total	29.0

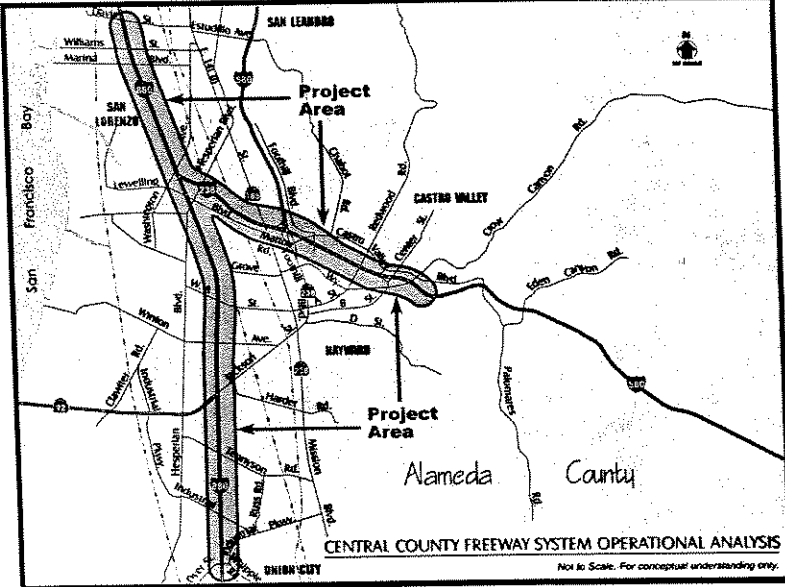
Funding:

\$15.0 million – ACTA Measure B
\$11.3 million – ACTIA Measure B
\$2.7 million – Local
\$29.0 million - Total

Tentative Schedule:

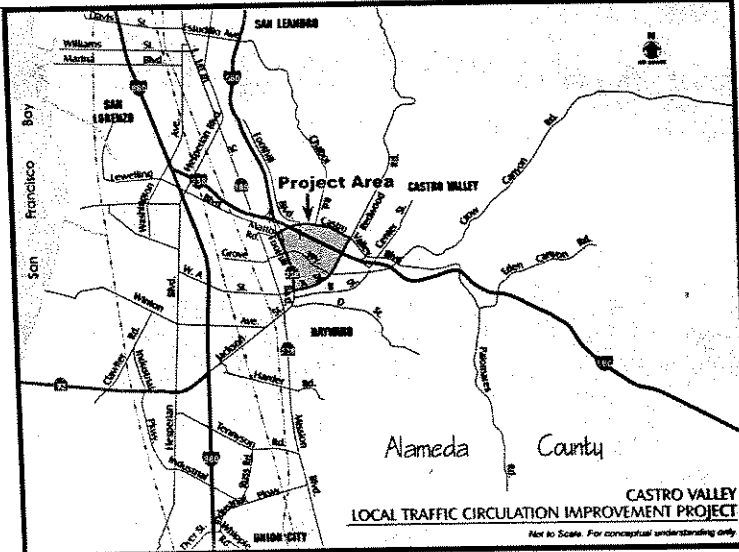
	<u>Begin</u>	<u>End</u>
<i>Scoping</i>	<i>Spring 2003</i>	<i>Summer 2004</i>
<i>Environmental/Preliminary Engineering</i>	<i>Summer 2004</i>	<i>Fall 2006</i>
<i>Design</i>	<i>Summer 2005</i>	<i>Spring 2007</i>
<i>Right-of-Way Support and Capital</i>	<i>Summer 2005</i>	<i>Spring 2007</i>
<i>Construction Support and Capital</i>	<i>Spring 2007</i>	<i>Fall 2009</i>

4. Add the Central Alameda County Freeway System Operational Analysis as follows:

Project/Study:	<i>Central Alameda County Freeway System Operational Analysis</i>
Cost:	<i>\$5 million ACTA Measure B Sales tax contribution: \$5 million</i>
Sponsor:	<i>Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Congestion Management Agency (ACCMA)</i>
Description:	 <p><i>The transportation planning study will document the long and short range plan for State highway improvements in the I-880, I-580 and I-238 Corridors, in Central Alameda County. The study shall include planning level traffic operations analysis, traffic congestion and operational problem/deficiency identification, benefit-cost analysis, project implementation strategy, and technical report. The Central County area includes the Cities of Hayward, San Leandro and unincorporated areas of Alameda County. The suggested limits for the corridors to be studied are: I-880 from Whipple Road to Davis Street; I-580 from Crow Canyon to I-238; and I-238 from I-580 to I-880. Specific projects to be considered in this planning study will include, but will not be limited to those in the Alameda Countywide Transportation Plan and the ACTIA Measure B Expenditure Plan, as well as those that already have approved Project Study Reports. Other roadway improvements may be added as appropriate.</i></p> <p><i>The purpose and objective of the study involves the development of a technical report that addresses the long-range plan and the sequencing of improvements that will be required to achieve the most practical traffic relief in the I-880, I-580 and I-238 Corridors. The technical report will summarize the various project scopes, schedules and costs; funding availability; recommended project sequencing; and an implementation strategy that will provide the improvements that are most cost effective and consistent with the transportation needs in the area. The technical report</i></p>

	<p>could be also used for preparation of programming documents (Caltrans Project Study Report) for possible State funding from the State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and/or proceeds from the sales of excess right-of-way pursuant to the SB 509 Statute.</p>
	<p>Cost break-out and proposed schedule are as follows:</p> <p>Cost: Costs for the technical studies and subsequent Project Study Reports will be identified at the initiation of this project.</p>
	<p>Funding:</p> <ul style="list-style-type: none"> • \$5 million – ACTA Measure B. • No other funding source identified at this time. However, there is potential funding from sale of state owned right-of-way associated with Route 238 Bypass Project pursuant to the SB 509 Statute.
	<p>Tentative Schedule:</p> <ul style="list-style-type: none"> • Technical studies identifying a list of potential projects – 6 months after Expenditure Plan Amendment approval. • Project Study Reports for selected projects – 5 years after Expenditure Plan Amendment approval.

5. Add the Castro Valley Local Traffic Circulation Improvement Project as follows:

Project/Study:	<i>Castro Valley Local Area Traffic Circulation Improvement Project</i>
Cost:	<i>\$5 million ACTA Measure B Sales tax contribution: \$5 million</i>
Sponsor:	<i>Alameda County Public Works Agency</i>
Description:	
	<p><i>Perform a Study in order to identify and prioritize transportation projects, and implement projects that advance safe and efficient multi-modal transportation objectives.</i></p>
	<p><u>Background:</u> <i>The Route 238 Bypass and the accompanying ramps from I-580 to the Route 238 Bypass would have provided congestion relief and reduced regional bypass and cut through traffic on numerous arterial, collector and local roads in the Baywood area of Unincorporated Alameda County. The proposed Hayward Route 238 Corridor Improvement Project does not provide these same benefits. The Baywood area of Unincorporated Alameda County is bounded by Castro Valley Boulevard, A Street and Foothill Boulevard.</i></p> <p><u>Description:</u> <i>The Alameda County Public Works Agency (ACPWA) will develop a list of projects for the potential use of these ACTA funds that will provide congestion relief and potentially increased capacity, and may address the regional bypass and cut through traffic that the Baywood area is presently experiencing. These projects will be evaluated against a set of criteria developed by ACPWA which may include, but not limited to, congestion reduction, capacity enhancement, regional bypass and cut through traffic alleviation, cost-benefit, community acceptance, political acceptance,</i></p>

	<p><i>project readiness and confidence in project implementation. ACPWA will develop a list of projects to be pursued with the Measure B funds and present them to the Board of Supervisors for their review and, if appropriate, approval. Project information will be shared with the City of Hayward on an ongoing basis for review and comment.</i></p> <p><i>All phases of project development (preliminary engineering, environmental, design, right-of-way engineering and acquisition, and construction capital and support) are eligible for use of these funds.</i></p> <p><i>It should be noted that the list of projects developed by the ACPWA may not be included presently in any County transportation programming document. However, the need for these projects has been known by ACPWA staff and voiced by the Baywood area constituency for some time.</i></p>
	<p><i>Cost break-out and proposed schedule are as follows:</i></p> <p>Cost: <i>Cost for the various project development phases to be developed with the list of projects by ACPWA.</i></p>
	<p>Funding: <i>\$5 million</i></p>
	<p>Tentative Schedule: <i>Completion of List of Projects, Evaluation of Projects and Approval of List of Project by the Board of Supervisors – 6 months after Expenditure Plan Amendment approval.</i></p> <p><i>Implementation of List of Projects with Measure B Funds – 5 years after Expenditure Plan Amendment approval.</i></p>

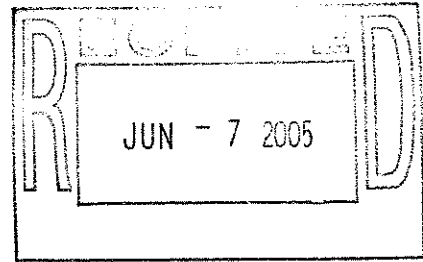
6. Add Implementing Guidelines as follows:

- a.** The goal of the Amendment to the Expenditure Plan is to complete the remaining projects in the Plan in a timely manner. All added projects will be given five years from the date of the final approval of this Expenditure Plan Amendment to obtain environmental clearance, approval from all agencies having jurisdiction over the proposed improvements, support from the community, and full commitment of funds from all sources required to develop and construct the project. Projects that cannot meet this requirement may appeal to the Authority for extension(s) of one year duration.
- b.** Should an added project become infeasible or unfundable due to circumstances unforeseen at the time of the Amendment, funding may be applied to other projects in the Expenditure Plan by the Authority.
- c.** Under no circumstance may Measure B funds be applied to any purpose other than direct transportation improvements in Alameda County. The funds may not be used for any projects or studies other than those specified in the Amendment without an additional specific amendment to the Expenditure Plan.
- d.** Project costs in excess of the amount of Measure B funding identified in the Amendment will be the responsibility of the Project Sponsor. Measure B funding for the added projects and studies are capped at the amounts identified in the Amendment.

ATTACHMENT B

1986 Expenditure Plan Amendment Process and Time Frame

Step No.	Action	Start	Finish	Responsible Party
1.	ACTA Board approves initiation of Plan Amendment	04/28/2005	04/28/2005	ACTA Board
2.	Preparation of Plan Amendment language and gathering project information	04/18/2005	04/28/2005	ACTA and Hayward Staffs
3.	ACTA Board approves Expenditure Plan Amendment	05/26/2005	05/26/2005	ACTA Board
4.	Proposed Amendment forwarded to MTC, ACCMA, and Caltrans	05/27/2005	05/27/2005	ACTA Staff
5.	MTC reviews the Proposed Amendment and holds a public hearing	07/08/2005	08/22/2005	MTC Staff and Commission
6.	ACTA presents the Proposed Amendment to the City Councils (14) and County BOS ¹ for approval	08/23/2005	01/24/2006	ACTA Staff
7.	Amended Plan documented and distributed	01/24/2006	1/31/2006	ACTA Staff



HOWARD PERRY BECKMAN
ATTORNEY AT LAW

To: _____

Dennis Jay

☐ For your information.

☐ Here is the material you requested.

*There is some urgency
to my letter as I
have not been provided
agenda packets since
late April.*

VOICE/FAX 510.278.7238 EMAIL hpb@netvista.net

June 4, 2005

Mr. Dennis Fay
Executive Director
Alameda County CMA
1333 Broadway, Suite 220
Oakland 94612

Dear Mr. Fay,

I learned recently that you have directed CMA staff to mail out agendas without supporting documents and to refer citizens to your agency's website for those documents. I know of no other local, state, or federal agency with an explicit policy of providing documents only through the Internet.

In practice, government agencies are increasingly referring citizens to the Internet for copies of public documents, even when specifically asked to provide a printed copy. I realize there are strong reasons why government agencies prefer to do this. First is obviously the cost incentive. By referring citizens to the Internet, agencies save on printing on postage as well as employee time in responding to requests for documents. The cost of producing documents is shifted to individual citizens. Many agencies simply print too few copies of a document and then tell citizens "we're out and we don't know when we'll be printing again". After a couple subsequent calls, the citizen gives up.

Second, individual employees find it far more convenient to refer citizens to the Internet, or to distribute agenda packets by e-mail, than to print, assemble, and mail documents. In fact, the task of mailing printed copies may not be recognized in the description of the duties of a staff position.

As a public-interest lawyer with a strong interest in making the maximum amount of information available to all people, I deplore the growing practice of not providing printed copies. Those who do not have ready access to an Internet connection or who cannot afford the personal cost of printing are penalized by this practice. The burden is also onerous for public interest lawyers, who already dig deep into their pockets to support their unremunerated (or poorly remunerated) work on public issues.

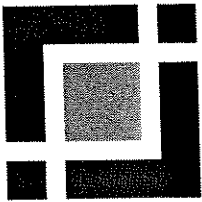
Please clarify CMA's policy and practice for providing agenda packets to citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Beckman", with a stylized flourish at the end.

Howard Beckman
1261 via Dolorosa
San Lorenzo 94580

HPB@netvista.net



Lynn M. Suter
and Associates

Government Relations

June 15, 2005

TO: Dennis Fay, Executive Director
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

Official Call – Special Election: The Governor took a little break in his nationwide fundraising frenzy to stage a well-rehearsed, if stiffly delivered, call for a November 8 Special Election. We had a little trouble hearing the TV broadcast because hundreds of teachers, nurses, and public employees demonstrated on the mall under our windows. Getting both messages simultaneously seems an omen for the summer to come. The Schwarzenegger address was immediately followed by responses from Senate President Pro Tem Perata and Speaker Núñez, alternating between resigned, angry, and resolute.

Conferees Sign a Budget Pact: The election announcement came on the heels of Friday's completion of work in the Budget Conference Committee. They wrapped up their deliberations, congratulated one another on the relatively peaceful set of hearings and voted 4-Dems to 2-Reps to send their budget reconciliation to the Floor of each house.

In a season of non-stop name-calling and political shouting, the Conference Committee reported out an on-time product, balanced, and –true to this Century's mantra—resulting in “no new taxes.” Major and minor allocations were snipped, cut, eliminated or manipulated. In its last session the Committee took a number of actions—some expected, some surprising. The two Republicans, while agreeing with the self-congratulatory statements of committee members, still voted “no” on the conference report because one-time funds are allocated to on-going programs.

Showtime: The new budget will be before the full Houses of the Assembly and Senate today, the generally ignored Constitutional deadline for submitting a budget to the Governor. The Assembly spent an adequate time debating the budget before putting up a party line vote (46-34). The vote was announced and reconsideration granted. The Senate is currently scheduled to meet at 5:00.

Even though the budget contains a modest increase for K-12 Education, there is still a \$2 billion shortfall in what schools were promised in last year's deal with the Gov, and due under provisions of Proposition 98. The Assembly Democrats amended AB 6 (Chan), which proposed to increase the upper income tax brackets, to dedicate the revenue to education. This tax increase failed for lack of a 2/3 vote, but what-the-hey. It's easy

politics for legislators to scold the education folks for making that deal with the devil last year.

Negotiating with Themselves: In his announcement of the special election, the Governor left room for “negotiations.” On the other side, Legislative leaders claim The Deflectinator has shown little interest in negotiating with lawmakers over this year’s budget. In fact, the Gov has called for only one Big Five leadership meeting this year. The cozy cigar tent of yesteryear contains only the smoke of political strategists and “policy developers”—the ones that aren’t “Special Interests,” of course. Not to worry. For a price you can eavesdrop on the Gov’s private conference calls.

Not even the optimists among us think the budget story will be over anytime soon. Even if it is, the Legislature has until August to place alternate and/or competing measures on the ballot. If negotiations on alternatives are to occur, we can expect them to begin in a swamp of rancor and only hope they get better before the War of Worlds gets worse. Fundraising efforts on all sides are stirring up the expectations of the troops, and the battle will commence in a blizzard of competing dollars. The sure winners are an army of campaign consultants, ad people, mail houses and other staples in the exclusive cupboard of hired political operatives. Yes, folks. One way or another, we’ll sweat through another long summer.

Meanwhile, the risky business of the Special Election adds another dimension to what could have been a useful budget endeavor. The cost of the election is estimated at \$80 million, with approximately half attributed to costs of elections already scheduled for November 8 by local governments. Reimbursement is allocated at \$40 million, with distribution methodology to be determined at a later date.

BALLOT MEASURES FOR NOV. 8 SPECIAL ELECTION

Initiative Measures already qualified for Nov. 8 Ballot:

Termination of Minor’s Pregnancy. Waiting Period and Parental Notification. Prohibits abortion on a minor until 48 hours after a doctor advises parents or guardian. (Constitutional Amendment)

Public Employee Union Dues. Require Employee Consent for Political Contributions. Bans public employee labor unions from using dues or fees for political contributions unless the employee provides written prior consent each year. (Initiative Statute)

Public School Teachers. Waiting Period for Permanent Status. –Tenure after five years instead of two. Allows a School Board to fire a permanent teacher who

receives two consecutive unsatisfactory performance evaluations. (Initiative Statute)

Reapportionment. Immediate redrawing of district lines to be determined by a panel of retired judges instead of the Legislature. (Constitutional Amendment)

School Funding, State Spending. The “California Live Within Our Means Act.” Establishes a spending cap to limit state spending of tax revenues. The cap would apply to both special funds and general fund revenue. Gov could unilaterally cut budget to make up for any shortfall. Would extend the last approved budget indefinitely when the Legislature fails to enact a new spending plan on time. (Constitutional Amendment)

Initiative Measures Pending SOS Verification of Signatures:

Prescription Drug Discounts. State-Negotiated Rebates. Would provide low-income Californians with inexpensive prescription drugs through bulk-discount agreements with drug companies. Bars drug companies who do not offer discounts from selling to the MediCal population. (Initiative Statute)

Electric Service Providers – Re-Regulation. Would restrict consumers’ ability to switch electricity companies from private utilities to other electricity providers. Require all retail electric sellers, instead of only private utilities, to use enough renewable energy to make up at least 20% of its sales by 2010. (Initiative Statute)

Prescription Drug Discounts. Would provide inexpensive medicine to low-income Californians by using negotiated bulk discounts, but does not penalize drug companies by prohibiting sale to the MediCal market. (Initiative Statute)

BUDGET PROVISIONS

VLF Gap Loan Repayment – The Conf Committee did not approve the May Revise proposal to provide \$593 million for partial repayment of the \$1.3 billion VLF gap loan due Aug. 2006. Instead, the Conf Committee approved \$25 million for City/County hardship cases related to the VLF Gap loan and for City hardship due to paying half of the booking fee obligation.

TRANSPORTATION

Prop 42: Prop 42 is funded at \$1.313 billion. The funds would be allocated pursuant to the statutory formula that splits the revenue as follows:

- \$678 million is allocated to Traffic Congestion Relief Program project,
- \$254 million to STIP projects,

- \$254 million is split between cities and counties for local street and road maintenance (Alameda County will receive approximately \$4.2 million and each city will receive approximately \$4.38 per capita), and
- \$127 million to the Public Transportation Account (PTA) where half is deposited into the State Transit Assistance account.

Caltrans Savings: Operational savings within Caltrans will allow an additional \$51.6 million to be dedicated to capital projects. Over the course of the 2006 STIP cycle, these savings will provide \$250 million in added programming capacity.

Tribal Gaming Bonds: The value of the tribal gaming bond is reduced by \$200 million to \$1 billion. Unfortunately, a new lawsuit filed by the Commerce Casino, a card club in Southern California, will likely postpone the receipt of these funds for another year. The money is slated to repay various transportation accounts.

PTA Spillover: The Budget retains in the general fund \$380 million in spill over funds. Spill over funds occur when gasoline sales tax revenue exceeds the revenue generated from a quarter percent of all taxable sales. This revenue is normally placed in the Public Transportation Account (PTA) where it is used by public transit operators to offset spikes in fuel costs.

State Transit Assistance (STA): STA is funded at \$202.3 million for 2005-06. This includes the base formula allocation of \$137.3 million and \$65 million provided by funding Proposition 42. The MTC region will receive approximately \$73 million in STA funds in 2005-06 of which AC Transit is in line for about \$7 million.

LEGISLATION

Bill	Topic	Status	Client-Position
AB 267 (Daucher) A-06/01/2005	Transportation projects.	06/06/2005-In Senate. Read first time. To Com. on RLS. for assignment. (06/06/2005-S RLS.)	ACTA-Watch CMA-Watch
	<p>NOTE: This bill would eliminate the 12-month time limit on CTC reimbursements to local and regional transportation agencies that spend their own funds in anticipation of a STIP allocation.</p> <p>The purpose of this bill is to provide local and regional transportation agencies more certainty when spending their own funds to advance a STIP project that the CTC will reimburse them for those costs. The current one-year limit on the CTC's requirement to reimburse a local or regional agency could mean that the agency would never be reimbursed, especially in times of</p>		

	scarce STIP funding resources. The elimination of the time limit could encourage more local and regional agencies to spend their own funds on a project.		
AB 462 (Tran) A-06/09/2005	Disability access.	06/09/2005-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H. (06/09/2005-S T. & H.)	ACTA-Watch CMA-Watch
	<p>NOTE: AB 462 would transfer from the Department of General Services (DGS) to Caltrans, the requirement to certify that state highway system projects comply with the intent of state provisions ensuring access and use by persons with disabilities.</p> <p>This bill codifies a recently-expired interagency agreement between Caltrans and the DGS that allowed Caltrans to certify that state highway projects complied with state law mandated access and use, by disabled persons, of state and locally-funded facilities.</p>		
AB 691 (Hancock) A-05/31/2005	Transit village plans.	06/15/2005-Approved by the Senate Comm on Local Government	ACTA-Support CMA-Watch
	NOTE: AB 691 would authorize a city or county to declare that a previously adopted specific plan or redevelopment plan is also a transit village plan if the city or county adopts findings prior to December 31, 2006 stating it conforms to the definition of a transit village. The bill was amended to require the city or county to publish a notice of the time, date, and place of the public meeting if an existing plan will become a transit village plan.		
AB 1157 (Frommer) A-04/11/2005	State highways: performance measures.	06/14/2005-In committee: Hearing postponed by committee. (Refers to 6/13/2005 hearing) (06/09/2005-S T. & H.)	ACTA-Watch CMA-Watch
	NOTE: AB 1157 would require Caltrans to develop performance		

	measures for the purpose of evaluating and rating the overall quality of the state highway system. These measures would be used to develop an annual report on the quality of the state highway system that would examine how resource, staffing, and programming decisions impact the overall condition of the state highway system.		
AB 1462 (Torrico) A-04/14/2005	State Highway Route 84.	06/08/2005-From committee: Do pass, and re-refer to Com. on APPR. with recommendation: To Consent Calendar. Re-referred. (Ayes 14. Noes 0.). (06/08/2005-S APPR.)	ACTA-Sponsor CMA-Support
	<p>NOTE: AB 1462 was unanimously approved by the Assembly on a vote of 76-0. The bill will be heard by the Senate Committee on Transportation & Housing on June 7, where it has been recommended for the Consent Calendar.</p> <p>AB 1462 would allow the Cities of Fremont and Union City and the transportation planning agency to prepare and submit to the CTC for approval a local alternative transportation program for Route 84. This would allow the proceeds from the sale of excess right-of-way from the Route 84 project to be programmed to other transportation projects in Alameda County</p>		
AB 1623 (Klehs) A-06/13/2005	County transportation agencies: congestion management and environmental mitigation fee.	06/13/2005-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H. (06/13/2005-S T. & H.)	ACTA-Support CMA-Sponsor
	NOTE: AB 1623 was approved by the Assembly Appropriations Committee and the Assembly Floor on a party line vote. Also approved by the Assembly, AB 1208 (Yee), which would allow San Francisco to collect a vehicle registration fee in an amount to be determined by the City. In addition, the Senate approved SB 680 (Simitian), which authorizes Santa Clara VTA to impose a \$5		

	<p>vehicle registration fee.</p> <p>AB 1623 would authorize the Alameda County Congestion Management Agency and the transportation agencies in Contra Costa, Marin, Napa and Sacramento to impose an annual fee of up to \$5 on motor vehicles registered within each county. The revenue would be used for traffic congestion projects, such as the Smart Corridors Program, and the mitigation of environmental impacts of motor vehicles within that county</p>		
AB 1699 (Frommer) A-05/27/2005	Transportation: highway construction contracts: design- build projects.	06/06/2005-In Senate. Read first time. To Com. on RLS. for assignment. (06/06/2005-S RLS.)	ACTA-Watch CMA-Watch
	<p>NOTE: AB 1699 establishes a demonstration program that would authorize, until January 1, 2015, a "self help transportation agency" to utilize design-build contracts for construction projects on the state highway system with a value of \$10 million or more. The bill limits to 8 the number of project that can use design-build contracts statewide.</p>		
SB 172 (Torlakson) A-05/27/2005	Bay area state-owned toll bridges: financing.	06/13/2005-To Com. on TRANS. (06/13/2005-A TRANS.)	ACTA-Support CMA-Watch
	<p>NOTE: SB 172 was approved by the Senate on a vote of 23-15. Senator Murray joined the Republicans in voting against this bill. This bill would reform the management of the toll bridge seismic retrofit program and would provide funding for identified cost overruns.</p> <p>In summary, this bill specifies that the Toll Bridge Seismic Retrofit Program deficit will be roughly split 50-50 between state sources and toll revenues, transfers administration of all tolls to BATA, allows BATA to increase tolls by \$1 if specified conditions are met, and creates a new oversight committee</p>		
SB 275 (Torlakson) A-04/12/2005	Transportation needs assessment.	06/09/2005-To Com. on TRANS. (06/09/2005-A TRANS.)	ACTA-Watch CMA-Support
	<p>NOTE: AB 275 was approved by the Senate. This bill would require the CTC, working with the Caltrans and regional transportation entities, to complete a 10-year transportation needs</p>		

	<p>assessment to the Legislature by October 1, 2006.</p> <p>The needs assessment would examine the unfunded rehabilitation and operations needs for the state highway system, local streets and roads, the intercity rail program, and urban, commuter, and regional transit systems, including ferry systems, over the next 10 years</p>		
SB 521 (Torlakson) A-05/27/2005	Local planning: transit village plans.	06/13/2005-To Coms. on H. & C.D. and L. GOV. (06/13/2005-A H. & C.D.)	CMA-Watch
	<p>NOTE: SB 521 was approved by the Senate. This bill would allow a city or county to create a transit village redevelopment area surrounding a rail transit station. The number of transit village redevelopment areas would be limited to 25 statewide. The bill also adds to the definition of blight to include the lack of high density development within the transit village area.</p>		
SB 1024 (Perata) A-05/12/2005	Public works and improvements: bond measure.	05/27/2005-From committee: Do pass. (Ayes 8. Noes 5. Page 1306.) Read second time. To third reading. (05/27/2005- S THIRD READING)	ACTA-Support CMA-Support In Concept
	<p>NOTE: SB 1024 is currently on the Senate Floor. Because this bill contains an "urgency" clause it is exempt from the June 3, House of Origin deadline.</p> <p>SB 1024 would enact the "Safe Facilities, Improved Mobility and Clean Air Act of 2005. This Act would place a \$7.7 billion bond measure on the ballot to fund the Bay Bridge shortfall, repay existing Prop 42 loans, and other infrastructure projects.</p> <p>No agreements have been reached, nor have deals been cut with this proposal. Negotiations continue on financing the bridge, as well as the contents of an infrastructure bond. With Speaker Nunez proposing an unspecified \$10 billion bond proposal, it is likely that SB 1024 will expand beyond \$7.7 billion. Other possible changes include establishing a north-south split for some of the funding programs.</p>		

Copeland Lowery Jacquez Denton & White LLC

Specializing in Government Relations

MEMORANDUM

TO: Dennis Fay, Jean Hart and Frank Furger
ACCMA

FROM: Jim Copeland & Emily Bacque
Copeland Lowery Jacquez Denton & White

RE: Washington DC Update

DATE: June 15, 2005

Surface Transportation Reauthorization (H.R. 3)

Alameda County Congestion Management Agency projects that are included in the House version:

- **I-880 install emergency vehicle preemption equipment -- \$500,000**
 - **I-580 HOV Lane in the Livermore Valley -- \$5 million**
 - **Construct Streetscape and Intermodal Improvements at BART Station Transit Villages; Oakland, CA.**
- FY06 -- \$320,000; FY07 -- \$330,000, FY08 -- \$350,000**

Conferees held their first meeting on Thursday, June 9. The meeting was fairly brief with conferees only giving opening statements. Funding negotiations will take place at later meetings, however future meetings have not yet been scheduled. The current extension expires on June 30.

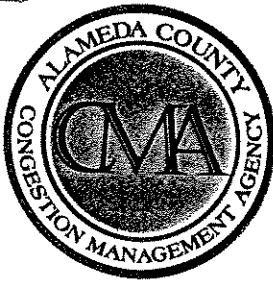
The White House issued its latest veto threat last Wednesday, June 8. The President continues to say he will veto the bill if it goes over the \$284 billion level approved by the Administration. In addition to the President's comments, Transportation Secretary Norm Mineta sent a letter to Congress reiterating the president's intent to veto the bill, if it exceeds \$284 billion.

* Senator Boxer and Congresswoman Ellen Tauscher were both named as conferees. CLJ has scheduled a meeting for ACCMA officials to discuss additional funding for the I-580 HOV Lane in Livermore Valley as well as funding for the I-680 HOT Lanes with Senator Boxer, Congresswoman Tauscher and Congressman Pombo. The meetings are scheduled for June 21, in Washington.

FY06 Appropriations

The House Transportation, Treasury, Housing and Urban Development Appropriations Subcommittee marked up its bill on Wednesday, June 15. The bill provides \$66.9 billion in discretionary spending — 6 percent more than current funding and \$6.2 billion (10 percent) more than requested. Federal-aid highways spending totals \$37 billion, as set by HR 3. This is an increase of \$1.6 billion over the President's request and \$1.9 billion over the FY 2005 enacted level. In addition, transit program spending totals \$8.482 billion as mandated by HR 3, \$836 million above FY05 and \$701 million above the request. Full committee consideration is expected next week. Earmarks were not included in the bill, however they will be added once the bill goes to conference. We will continue to monitor and push for ACCMA's priorities in conference and in the Senate bill. The Senate has not yet set a date for its markup.

Suite 800 • 525 Ninth Street, NW • Washington, DC 20004 • 202-347-5990 • Fax 202-347-5941



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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AC Transit
Director
Dolores Jaquez

Alameda County
Supervisors
Nate Miley
Scott Haggerty
Vice Chairperson

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Allen Maris

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Councilmember
Nora Davis

City of Fremont
Mayor
Robert Wasserman

City of Hayward
Mayor
Roberta Cooper

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Paul H. B. Tong

City of Oakland
Councilmember
Larry Reid
Chairperson

City of Piedmont
Councilmember
Jeff Wieler

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Mayor
Shelia Young

City of Union City
Mayor
Mark Green

Executive Director
Dennis R. Fay

May 26, 2005

Mr. Scott Ruhland
Associate Planner
Development and Environmental Services Department
City of Fremont
39550 Liberty Street, P.O. Box 5006
Fremont, CA 94537-5006

SUBJECT: Comments on the Notice of Preparation of a Focused Environmental Impact Report for the Globe General Plan Amendment in the City of Fremont

Dear Mr. Ruhland:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Focused Environmental Impact Report (FEIR) for the Globe General Plan Amendment (GPA), an internationally themed retail, restaurant and entertainment destination project in the City of Fremont. The project is located at 6000 Stevenson Boulevard, near the intersection with Albrae Street in the Industrial Planning Area. The proposed GPA would change the land use designation of the project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 440,000 square feet of regionally oriented, internationally themed retail and commercial uses. The project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant buildings.

A Traffic Impact Analysis report was prepared for this project analyzing trip generation, access, circulation and parking. The report also included a separate analysis for the purpose of CMP Land Use Analysis Program.

The ACCMA respectfully submits the following comment on the above Traffic Impact Analysis report:

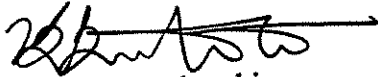
- Table 13 & 14- Project Scenario 1 & 2-Far Term, Pages 36 and 37: These tables show that the total increase in p.m. peak hour trips on Stevenson Blvd. between I-880 and Blacow Road, due to the proposed project, would be below 100 (29+61 or 31+65). However, Tables 11 and 12 - Peak Hour Trip Generation Scenarios-Far Term show that the project would generate a net p.m. peak hour trips of 490 under scenario 1 and 521 under scenario 2. Figure 2-Project Trip Distribution shows that Stevenson Blvd. between I-880 and Blacow Road would carry 27% of total trips

Mr. Scott Ruhland
Page 2 of 2
May 26, 2005

from the project site. Since 27% of 490 and/or 521 would exceed 132 trips in the p.m. peak hour, please clarify how the increase in p.m. peak hour traffic volume could be below 100 as shown in Tables 13 and 14.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 836-2560 ext.24.

Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2005

CMA BOARD
MINUTES OF MAY 26, 2005 MEETING
Oakland, California

Chair Reid convened the meeting of the CMA Board at 3:30 pm.

1.0 ROLL CALL

Muller conducted roll call to confirm a quorum. The Roll Call Roster is attached.

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENT

Member of the public Arthur B. Green, representing Alameda County Tax payers Association request to speak on Agenda Item 9.0 / MTC's regional Good Movement Study.

4.0 CHAIR'S/VICE-CHAIR'S REPORT

Chair Reid thanked those attending the Coliseum Station Amtrak Capitol Corridor Ribbon Cutting Ceremony.

5.0 EXECUTIVE DIRECTOR'S REPORT

Fay stated that the Governor has announced his intention to fully fund Proposition 42 in 2005-06 and updated the Board on the progress of AB 1623 (Klehs). Fay then asked Furger to provide an update on the State Transportation Improvement Program and noted that CTC is expected to release a draft fund estimate in July, which may reflect a conservative estimate and an aggressive estimate. Additional information will be provided as soon as it becomes available. He also noted that Congress has extended the current TEA legislation until June 30th, with conferees to convene after the early June recess.

6.0 CONSENT CALENDAR

6.1 Meeting Minutes April 28, 2005

6.2 Financial Reports: April 2005

6.3 Plans & Programs Committee

6.3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation and CMA TIP: Local Streets and Roads Rehab & Safety Funds

6.3.2 State Transportation Improvement Program (STIP): Quarterly at Risk Report

6.3.3 Guaranteed Ride Home: Annual Evaluation Report

6.4 Administration & Legislation Committee

6.4.1 2005 Update of Countywide Bicycle Plan

- 6.4.2 SB 275 (Torlakson): Transportation Needs Assessment
- 6.4.3 SB 1020 (Migden): Transportation Development Act
- 6.4.4 AB 850 (Canciamilla): Toll Roads* (page 83)

A motion was made by Cooper to approve the Consent Calendar; a second was made by Davis. The motion passed unanimously.

7.0 PLANS & PROGRAMS COMMITTEE REPORTS

7.1 Transportation-Land Use Program (T Plus): Workshop Results & Next Steps

Stark reviewed the Summary of the Transit Oriented Development Workshop and noted that further discussion will be necessary to determine how to implement several of these recommendations. After discussion a motion was made by Worthington to approve the recommendations resulting from the workshop and task force discussion as recommended by the Plans and Programs Committee; a second was made by Davis. The motion passed unanimously.

8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS

8.1 Int'l/Telegraph Rapid Bus Project: Award of Contracts

Minoofar advised the Board that CMA received three (3) bids for Cabinet and Controller Assemblies for the Rapid Bus Project on Int'l/Telegraph Avenue. After a brief discussion a motion was made by Davis to (1) award the contract to McCain Traffic Supplies for the Cabinet and Controller Assemblies for the Rapid Bus Project in the amount of \$489,662.18; and (2) authorize the Executive Director to execute all agreements related to this contract; a second was made by Worthington. The motion passed unanimously.

8.2 Int'l/Telegraph Rapid Bus Project: Near Term Improvements

Minoofar advised the Board that AC Transit has requested CMA to design and construct selected improvements by June 25, 2005 and AC Transit has agreed to pay for all the design, construction and construction administration for the project. Minoofar noted that bids due to the CMA office on June 3, 2005 and that in order to meet the project schedule, work must be initiated by mid-June. After a brief discussion a motion was made by Worthington to (1) authorize the Administration & Legislation Committee to award the contract for the Bus Stop Modifications on International Blvd near 34th Avenue to the lowest responsive, responsible bidder at its June 13th meeting; and (2) authorize the Executive Director or his designee to execute all necessary agreements required for the completion of this work; a second was made by Blalock. The motion passed unanimously.

9.0 MTC's REGIONAL GOODS MOVEMENT STUDY

Fay introduced Doug Kimsey of MTC who gave a presentation on the results of its goods movement study.

After the presentation member of the public Arthur B. Green of the Alameda County Tax payers Association was allowed express his views to the Board related to the need for truck parking.

10.0 OTHER BUSINESS

There were no reports.

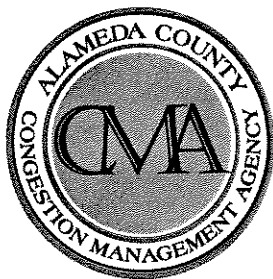
11.0 ADJOURNMENT

Chair Reid adjourned the meeting until *Thursday, June 23, 2005 at 3:30 p.m.*

Attest By:

A handwritten signature in black ink, appearing to read 'Christina Muller', written over a horizontal line.

Christina Muller, Board Secretary



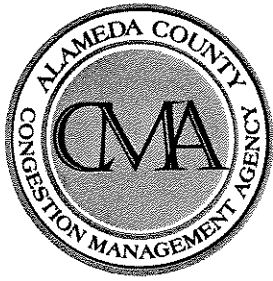
ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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CMA BOARD MEETING ROSTER OF MEETING ATTENDANCE MAY 26, 2005 CMA Board Room, Oakland, California

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland	<i>[Signature]</i>	N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor	<i>[Signature]</i>	N/A	
Dolores Jaquez – AC Transit	<i>[Signature]</i>	Rebecca Kaplan – AC Transit	<i>[Signature]</i>
Tom Blalock - BART	<i>[Signature]</i>	Zoyd Luce, BART	
Nate Miley – Alameda County Supervisor	<i>[Signature]</i>	N/A	
Beverly Johnson – City of Alameda	<i>[Signature]</i>	Frank Matarrese, City of Alameda	
Allan Maris, City of Albany	<i>[Signature]</i>	Farid Javandel, City of Albany	<i>[Signature]</i>
Kriss Worthington – City of Berkeley	<i>[Signature]</i>	Tom Bates - City of Berkeley	
Janet Lockhart, City of Dublin	<i>[Signature]</i>	Kasie Hildenbrand, City of Dublin	
Nora Davis – City of Emeryville	<i>[Signature]</i>	Ken Bukowski – City of Emeryville	
Robert Wasserman – City of Fremont	<i>[Signature]</i>	Dominic Dutra – City of Fremont	
Roberta Cooper – City of Hayward	<i>[Signature]</i>	Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	<i>[Signature]</i>
Paul H.B. Tong – City of Newark		Luis Freitas – City of Newark	
Jeff Wieler – City of Piedmont	<i>[Signature]</i>	Dean Barbieri – City of Piedmont	
Jennifer Hosterman – City of Pleasanton	<i>[Signature]</i>	Matt Sullivan – City of Pleasanton	<i>[Signature]</i>
Shelia Young – City of San Leandro	<i>[Signature]</i>	Orval Badger – City of San Leandro	
Mark Green – City of Union City	<i>[Signature]</i>	Manual Fernandez – City of Union City	

CMA STAFF	
Dennis Fay, Executive Director	<i>[Signature]</i>
Frank Furger, Deputy Director	<i>[Signature]</i>
Jean Hart, Deputy Director	
Cyrus Minoofar, Principal Trans. Engineer	
Matt Todd, Senior Trans Engineer	<i>[Signature]</i>
Diane Stark, Senior Trans Planner	
Saravana Suthanthira, Assoc Trans Planner	
Yvonne Chan, Accounting Manager	
Christina Muller, Office Mgr, Board Secretary	<i>[Signature]</i>
Zack Wasserman, Wendel, Rosen, Black & Dean	<i>[Signature]</i>
Neal Parish, Wendel, Rosen, Black & Dean	
Stefan Garcia, Principal Trans Engineer	<i>[Signature]</i>



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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CMA BOARD
MAY 26, 2005
ROSTER OF MEETING ATTENDANCE
CMA OFFICE, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Nate Miley			
2.	Bob Wasserman			
3.	ART GEEN	ALA.CO.TAXPAYERS ASSN		
4.	JACK TAYLOR	CMA Project Monitoring	(415) 505-5425	projectmonitoring2@accma.ca.gov
5.	Joanne Parker	BART	510.287.4795	jparker@bart.gov
6.	Nathan Landa	AC TRANSIT	510-891-4792	nlanda@actransit.org
7.	CHARLIE CAMPBELL	Hayward	238-7573	
8.	Pat Mossburg	Oak/Larry Reid	238-7573	pmossburg@oaklandnet.ca.gov
9.	CYRUS MINOOGAR	STAFF		
10.	Anush Nejad	Kimley-Horn	510.625-0112	anush.nejad@kimley-horn.com
11.	Bob Vinn	Livermore Staff	925-931-5670	bgvinn@ci.livermore.ca.us
12.	Mike Tassano	Pleasanton Staff	925-931-5670	mtassano@ci.pleasanton.ca.us
13.	Dawn Argue	ALA.CO #1	510-272-1691	dawn.argue@acgov.org
14.	Doug Kimsy	MTC	510.464.7794	dkimsy@mtc.ca.gov
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Alameda County CMA Revenue and Expense Report

June 23, 2005

Agenda Item 6.2

Fiscal year thru period ending 05/31/2005

Description	Period to date Actual	Year to date Actual	Annual budget	Annual Variance	% used
Fees - City of Alameda	\$ -	\$ 22,946	\$ 22,946	\$ -	100.0%
Fees - City of Oakland	-	126,201	126,201	-	100.0%
Fees - City of Piedmont	-	3,410	3,410	-	100.0%
Fees - City of Pleasanton	-	20,517	20,517	-	100.0%
Fees - City of San Leandro	-	24,914	24,914	-	100.0%
Fees - City of Union City	-	21,537	21,537	-	100.0%
Fees - Alameda County	-	320,669	320,669	-	100.0%
Fees - City of Albany	-	5,140	5,140	-	100.0%
Fees - City of Berkeley	-	32,028	32,028	-	100.0%
Fees - City of Dublin	-	10,884	10,884	-	100.0%
Fees - City of Emeryville	-	2,309	2,309	-	100.0%
Fees - City of Fremont	-	63,993	63,993	-	100.0%
Fees - City of Hayward	-	44,312	44,312	-	100.0%
Fees - City of Livermore	-	23,897	23,897	-	100.0%
Fees - City of Newark	-	13,460	13,460	-	100.0%
Total revenues by project (see page 2 for detail)	1,499,328	14,900,555	30,398,357	15,497,802	49.0%
Revenue - Interest	1,412	55,270	40,000	(15,270)	138.2%
Revenue - Miscellaneous	2,393	14,099	20,000	5,901	70.5%
Total Revenue	\$ 1,503,132	\$ 15,706,141	\$ 31,194,574	\$ 15,488,433	50.3%
Salaries	\$ 96,855	\$ 980,019	\$ 1,108,334	\$ 128,315	88.4%
Employee Benefits	21,831	262,272	320,000	57,728	82.0%
Salary Related Expenses	2,206	24,176	60,000	35,824	40.3%
Board Meeting per diem	3,300	30,000	50,000	20,000	60.0%
Transportation/Travel-Special Events	1,500	39,406	69,600	30,194	56.6%
Training	-	2,783	7,000	4,217	39.8%
Office Space	20,841	176,405	198,500	22,095	88.9%
Postage/Reproduction	1,000	15,579	40,000	24,421	38.9%
Office Expenses	4,987	96,714	100,000	3,286	96.7%
Computer Support	774	24,009	60,000	35,991	40.0%
Website Service	438	10,871	15,000	4,129	72.5%
Misc. Expenses	78	1,072	6,000	4,928	17.9%
Office Furniture/Equipment	1,813	79,620	50,000	(29,620)	159.2%
Insurance	-	7,252	17,000	9,748	42.7%
Consultants: Administrative Support	12,276	54,537	25,000	(29,537)	218.1%
Legal Counsel	78	46,725	97,000	50,275	48.2%
Accounting Software Annual Support	-	-	4,100	4,100	0.0%
Temporary Employees	-	34,535	60,000	25,465	57.6%
Annual Audit	-	27,377	30,000	2,623	91.3%
Treasurer/Auditor	-	12,488	20,000	7,513	62.4%
EDAB Membership	-	5,000	5,000	-	100.0%
Legislative Advocacy	-	77,378	97,440	20,062	79.4%
Subtotal	\$ 167,975	\$ 2,008,219	\$ 2,439,974	\$ 431,755	82.3%
Expenditures by Project (see page 3 for detail)	\$ 1,388,488	\$ 13,163,951	\$ 28,665,113	\$ 15,501,162	45.9%
Total Expenditures	\$ 1,556,463	\$ 15,172,170	\$ 31,105,087	\$ 15,932,917	48.8%
Reserve Fund for ACE	\$ 181,592	\$ 151,853	\$ 107,436	\$ (44,417)	
Excess Revenue over (under) Expenditures	\$ (234,923)	\$ 382,118	\$ (17,949)	\$ (400,067)	

**Alameda County CMA
Revenues by Project**

Fiscal year thru period ending 05/31/2005

	Period to date Actual	Year to date Actual	Annual budget	Annual Variance	% used
MTC					
TEA 21 Planning Support	\$ -	\$ 118,529	\$ 454,000	\$ 335,471	26.1%
Transportation Land Use Work Program	-	150,000	150,000	-	100.0%
TEA 21 Planning Support (Exch. w/County for E. Dublin)	-	750,000	750,000	-	100.0%
Local Assistant Support	-	100,000	-	(100,000)	0.0%
Community Based Transportation	-	20,817	60,000	39,183	34.7%
Subtotal	\$ -	\$ 1,139,346	\$ 1,414,000	\$ 274,654	80.6%
MTC - RM2					
Express Bus Service/HOV Lanes	\$ 9,468	\$ 14,899	\$ 342,572	\$ 327,673	4.3%
Rt. 84 Dumbarton Corridor HOV Lane	5,063	10,976	920,000	909,024	1.2%
I-880 Operations Improvements	23,067	30,503	623,664	593,161	4.9%
I-580 Design	17,431	24,645	878,056	853,411	2.8%
I-580/680 PSR	92,724	137,464	738,036	600,572	18.6%
Subtotal	\$ 147,752	\$ 218,487	\$ 3,502,328	\$ 3,283,841	6.2%
ACTIA / ACTA					
Altamont Commuter Express Operating Cost	\$ 181,592	\$ 1,867,649	\$ 1,907,032	\$ 39,383	97.9%
Capital Improvement on ACE	-	-	535,000	535,000	0.0%
I-680 SMART PSR	50,529	244,026	650,496	406,470	37.5%
I-680 SMART PS&E	-	56,162	337,444	281,282	16.6%
I-680 SMART Car Pool Lane	-	205,135	192,000	(13,135)	106.8%
Subtotal	\$ 232,121	\$ 2,372,972	\$ 3,621,972	\$ 1,249,000	65.5%
Caltrans					
CMAQ: SMART Corridor Operations & Management (Contra Costa)	\$ 28,424	\$ 125,893	\$ 247,232	\$ 121,339	50.9%
CMAQ: SMART Corridor Operations & Management (Alameda)	102,868	284,438	302,152	17,714	94.1%
Bicycle Video Detection	-	369,551	330,000	(39,551)	112.0%
East Bay SMART Corridors Incident Management	-	405,947	130,000	(275,947)	312.3%
I-880 SMART Corridor: System Manager/Construction	-	837,935	847,000	9,065	98.9%
San Pablo SMART Corridor: System Manager/Construction	-	405,947	607,000	201,053	66.9%
I-680 Sound Wall Construction	-	5,434,000	9,574,797	4,140,797	56.8%
I-680 North and Southbound Design	-	547,628	1,516,784	969,156	36.1%
I-580 HOV EIR & Project Report	67,116	162,976	1,201,000	1,038,024	13.6%
I-580/Tri-Valley Triangle Analysis	-	-	200,000	200,000	0.0%
I-680 SMART PSR	-	-	285,000	285,000	0.0%
I-680 SMART PS&E	-	-	6,400	6,400	0.0%
Fair Lanes	11,715	156,621	237,000	80,379	66.1%
Dynamic Ridesharing	-	3,437	115,000	111,563	3.0%
Subtotal	\$ 210,123	\$ 8,734,372	\$ 15,599,365	\$ 6,864,993	56.0%
TFCA - Program Manager Funds					
Administration Revenue	\$ 57,495	\$ 147,491	\$ 130,000	\$ (17,491)	113.5%
East 14th / Int'l Blvd. - Transit Signal Priority (Phase 3)	-	97,758	400,000	302,242	24.4%
Guaranteed Ride Home Program	-	73,363	115,600	42,237	63.5%
Subtotal	\$ 57,495	\$ 318,611	\$ 645,600	\$ 326,989	49.4%
Revenue from CMA TIP					
North I-880 Project Study Report	\$ -	\$ 3,275	\$ 198,000	\$ 194,725	1.7%
San Pablo SMART Corridor: Transit Priority & Video Detection Install	-	88,423	83,000	(5,423)	106.5%
STIP Project Monitoring & Oversight	24,587	74,627	270,864	196,237	27.6%
I-680 North & Southbound Design	56,455	426,867	-	(426,867)	0.0%
Fair Lanes	9,915	44,372	37,500	(6,872)	118.3%
Tri-Valley Triangle Analysis	-	-	200,000	200,000	0.0%
Dynamic Ridesharing	-	-	15,000	15,000	0.0%
East Bay SMART Corridors Incident Management	674,073	1,209,998	175,000	(1,034,998)	691.4%
Model update for 2000 Census	-	-	185,000	185,000	0.0%
CMA TIP Administration	86,808	188,033	140,000	(48,033)	134.3%
Subtotal	\$ 851,837	\$ 2,035,595	\$ 1,304,364	\$ (731,231)	156.1%
TFCA - Regional Fund					
East 14th / Int'l Blvd -Transit Signal Priority (Phase 2)	\$ -	\$ 30,135	\$ 400,000	\$ 369,865	7.5%
AC TRANSIT					
Traffic Signal Upgrades (Broadway)	\$ -	\$ -	\$ 700,000	\$ 700,000	0.0%
East 14th / Int'l Blvd. - Transit Signal Priority (Phase 2)	-	-	3,210,728	3,210,728	0.0%
Subtotal	\$ -	\$ -	\$ 3,910,728	\$ 3,910,728	0.0%
OTHERS					
City of Oakland (North I-880 Project Study Report)	\$ -	\$ 4,689	\$ -	\$ (4,689)	0.0%
Port of Oakland (North I-880 Project Study Report)	-	9,349	-	(9,349)	0.0%
West CAT AVL (WCCTAC)	-	37,000	-	(37,000)	0.0%
Subtotal	\$ -	\$ 51,038	\$ -	\$ (51,038)	0.0%
TOTAL REVENUES BY PROJECT	\$ 1,499,328	\$ 14,900,555	\$ 30,398,357	\$ 15,497,802	49.0%

Run date: 06/15/2005 @ 10:22

Bus date: 06/15/2005

Alameda County CMA Expenditures by Project

Fiscal year thru period ending 05/31/2005

	Period to date Actual	Year to date Actual	Annual budget	Annual Variance	% used
Consultants: General	\$ 12,039	\$ 104,774	\$ 150,000	\$ 45,226	69.8%
Disadvantaged Business Enterprise Consultant	-	20,905	50,000	29,095	41.8%
Altamont Commuter Express Operating Cost	-	1,715,796	1,775,000	59,204	96.7%
Capital Improvement on ACE	-	-	535,000	535,000	0.0%
Soundwall Policy	-	9,303	-	(9,303)	0.0%
CMA TIP Administration	-	41,233	52,000	10,767	79.3%
Community Based Transportation	-	-	60,000	60,000	0.0%
Congestion Management Program/CWTP	4,801	33,716	25,000	(8,716)	134.9%
Local Assistance Support	-	38,174	-	(38,174)	0.0%
Countywide Model Update	2,156	9,512	185,000	175,488	5.1%
North I-880 Project Study Report	-	6,550	198,000	191,450	3.3%
Professional Modeling Services	-	8,280	75,000	66,720	11.0%
Level Service Monitoring	-	-	25,000	25,000	0.0%
TEA 21 Planning Support (exchg w/cnty for E. Dublin)	-	675,000	675,000	-	100.0%
Transportation Land Use Work Program	-	24,359	25,000	641	97.4%
Consultants: TFCA Administration	-	73,952	39,000	(34,952)	189.6%
Dynamic Ridesharing	1,404	56,720	145,000	88,280	39.1%
East 14th/International Blvd. Transit Priority (Phases 2 & 3)	600,175	1,127,672	3,733,381	2,605,709	30.2%
Fair Lanes	6,731	111,347	274,500	163,153	40.6%
Bicycle Video Detection	-	152,533	330,000	177,467	46.2%
Guaranteed Ride Home	-	72,078	102,000	29,922	70.7%
I-580 HOV EIR & Project Report	-	111,124	1,150,000	1,038,876	9.7%
I-680 Sound Wall Construction	560,771	5,433,331	9,537,297	4,103,966	57.0%
I-680 North and Southbound Design	57,555	890,129	1,371,000	480,871	64.9%
I-680 SMART Carpool Lane Scoping	33,047	145,003	192,000	46,997	75.5%
I-680 SMART PS&E	-	174,428	329,127	154,699	53.0%
I-680 SMART PSR	27,960	236,496	626,500	390,004	37.7%
RM2 - Rt. 84 Dumbarton Corridor HOV Lane	2,800	31,256	900,000	868,744	3.5%
RM2 - I-880 Grand Ave. Signals	2,920	19,232	534,500	515,268	3.6%
RM2 - Rt. 84 Ardenwood Park	5,600	17,441	308,000	290,559	5.7%
RM2 - I-880 N Safety Improvement	700	28,502	565,000	536,498	5.0%
I-580 EB HOV	12,712	110,534	844,000	733,466	13.1%
I-580/680 WB HOV	5,600	40,124	694,608	654,484	5.8%
I-880 SMART Corridor: System Manager/Construction	1,018	604,163	787,000	182,837	76.8%
San Pablo SMART Corridor: System Manager/Construction	22,739	597,164	577,000	(20,164)	103.5%
SMART Corridors Operations & Management (Alameda)	18,185	279,866	263,100	(16,766)	106.4%
SMART Corridors Operations & Management (Contra Costa)	9,574	105,468	207,100	101,632	50.9%
STIP Project Monitoring	-	34,887	225,000	190,113	15.5%
Traffic Signal Upgrades (Broadway)	-	22,738	700,000	677,262	3.2%
Tri-Valley Triangle Analysis	-	160	400,000	399,840	0.0%
SUBTOTAL	\$ 1,388,488	\$ 13,163,951	\$ 28,665,113	\$ 15,501,162	45.9%

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
STATEMENT OF RECEIPTS AND DISBURSEMENTS
FOR THE MONTH ENDING MAY 31, 2005

WELLS FARGO CMA CHECKING

Beginning Balance on May 1, 2005	\$ 955,942.68
Deposits	1,064,124.34
Interest	715.76
Disbursements	(1,451,899.78)
Ending Balance on May 31, 2005	<u>\$ 568,883.00</u>

WELLS FARGO CMA MONEY MARKET

Beginning Balance on May 1, 2005	\$ 328,603.26
Deposits	-
Interest	696.03
Disbursements	-
Ending Balance on May 31, 2005	<u>\$ 329,299.29</u>

LAIF CMA GENERAL FUND

Beginning Balance on May 1, 2005	\$ 1,910,991.19
Deposits	-
Interest	-
Disbursements	(200,000.00)
Ending Balance on May 31, 2005	<u>\$ 1,710,991.19</u>

LAIF CMA EXCHANGE PROGRAM FUND

Beginning Balance on May 1, 2005	\$ 27,318,103.92
Deposits	-
Interest	-
Disbursements	(200,000.00)
Ending Balance on May 31, 2005	<u>\$ 27,118,103.92</u>

CMA EXCHANGE FUND CHECKING & MONEY MARKET FUND

Beginning Balance on May 1, 2005	\$ 215,887.13
Deposits	270,148.62
Interest	69.72
Disbursements	(370,010.10)
Ending Balance on May 31, 2005	<u>\$ 116,095.37</u>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
TRANSPORTATION FUND FOR CLEAN AIR
FOR THE MONTH ENDING MAY 31, 2005**

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045		\$ 6,313,045
FY 00/01 REVENUE	1,812,278		1,812,278
FY 01/02 REVENUE	1,861,637		1,861,637
FY 02/03 REVENUE	1,856,267		1,856,267
FY 03/04 REVENUE	1,770,510		1,770,510
FY 04/05 REVENUE	1,838,222	-	1,838,222
Interest Income 00/01	341,255		341,255
Interest Income 01/02	133,243		133,243
Interest Income 02/03	69,491		69,491
Interest Income 03/04	47,004		47,004
Interest Income 04/05	36,922	5,119	42,041
 FY 00/01 EXPENDITURES	 (793,624)		 (793,624)
FY 01/02 EXPENDITURES	(3,815,028)		(3,815,028)
FY 02/03 EXPENDITURES	(2,700,791)		(2,700,791)
FY 03/04 EXPENDITURES	(2,787,984)		(2,787,984)
 FY 04/05 EXPENDITURES:			
City of Alameda - G	-		-
City of Albany - G	(30,000)		(30,000)
City of Berkeley - G	(71,113)		(71,113)
City of Dublin - G	(10,572)		(10,572)
City of Emeryville - G	-		-
City of Fremont - G	(28,177)	-	(28,177)
City of Hayward - G	(79,263)	(75,000)	(154,263)
City of Oakland - G	(57,907)	-	(57,907)
City of Pleasanton - G	(54,886)	-	(54,886)
City of Piedmont - G	-		-
City of San Leandro - G	(21,250)		(21,250)
City of Livermore - G	(214,161)	(7,379)	(221,540)
City of Newark - G	(138,344)	-	(138,344)
City of Union City - G	-		-
County of Alameda - G	(1,428,335)	-	(1,428,335)
Discretionary:			
AC Transit	-		-
ACCMA - SMART Corr.	(28,570)	-	(28,570)
LAVTA	-		-
CMA Administrative Cost	(72,476)	(57,495)	(129,971)
CMA Guaranteed Ride Home	(83,657)	-	(83,657)
Misc. Expenses	(73)	-	(73)
 BALANCE AS OF MAY 31, 2005	 \$ 3,663,663	 \$ (134,755)	 \$ 3,528,908

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

TRANSPORTATION FUND FOR CLEAN AIR
STATEMENT OF RECEIPTS AND DISBURSEMENTS
FOR THE MONTH ENDING MAY 31, 2005

WELLS FARGO CHECKING

Beginning Balance on May 1, 2005	\$ 1,039,505.25
Deposits	1,680,974.65
Disbursements	(2,139,874.07)
Ending Balance on May 31, 2005	<u>\$ 580,605.83</u>

WELLS FARGO Mutual Fund

Beginning Balance on May 1, 2005	\$ 1,676,374.84
Deposits	-
Interest	4,599.81
Disbursements	(1,680,974.65)
Ending Balance on May 31, 2005	<u>\$ -</u>

WELLS FARGO MONEY MARKET

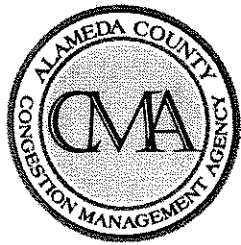
Beginning Balance on May 1, 2005	\$ 941,071.36
Deposits	2,000,000.00
Interest	519.66
Disbursements	-
Ending Balance on May 31, 2005	<u>\$ 2,941,591.02</u>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
EXCHANGE PROGRAM
FOR THE MONTH ENDING MAY 31, 2005**

FISCAL YEAR	PREVIOUS <u>BALANCE</u>	CURRENT <u>MONTH</u>	PROGRAM <u>BALANCE</u>
FY 01/02 REVENUE	23,204,398		23,204,398
FY 02/03 REVENUE	10,880,691		10,880,691
FY 03/04 REVENUE	3,009,558	-	3,009,558
FY 04/05 REVENUE	1,070,922	70,148	1,141,070
Interest Income 01/02	279,794		279,794
Interest Income 02/03	576,242		576,242
Interest Income 03/04	485,961	-	485,961
Interest Income 04/05	413,807	70	413,877
FY 01/02 EXPENDITURES	(1,140,453)		(1,140,453)
FY 02/03 EXPENDITURES	(654,945)		(654,945)
FY 03/04 EXPENDITURES	(8,385,723)		(8,696,250)
FY 04/05 EXPENDITURES:			
Alameda County CMA	(1,187,814)	(163,849)	(1,351,663)
City of Dublin	-	-	-
City of San Leandro	(367,145)	-	(367,145)
Union City	(128,708)	(201,567)	(330,275)
AC Transit	-	-	-
City Car Share	(12,341)	(4,497)	(16,838)
BART	(203,292)	-	(203,292)
Misc. Expenses	(10)	(10)	(20)
BALANCE AS OF MAY 31, 2005	<u>\$ 27,840,941</u>	<u>\$ (299,705)</u>	<u>\$ 27,230,710</u>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*June 23, 2005
Agenda Item 6.3.1*

DATE: June 15, 2005
TO: CMA Board
FROM: Plans and Programs Committee
RE: CMA TIP Programming/Cycle 1 STP Augmentation Programming
Local Streets and Roads Rehabilitation & Safety Funds

Action Requested

It is recommended that the Board approve the program of projects for the CMA TIP Programming and STP Cycle 1 Augmentation for Local Streets and Roads projects.

Next Steps

Any required resolutions/counsel opinions are due to the CMA by June 30.

Discussion

MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. At the March meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding made available. A call for projects was released and project applications were requested by April 22nd. Jurisdictions also were allowed to revise applications previously submitted for CMA TIP funding (for local streets and roads and safety projects)

The schedule to program the funds is detailed below.

April 6, 2005	Release Call for Projects
April 22, 2005	Project Applications Due to CMA
May, 2005	Draft Program
June 2005	Final Program
June 30, 2005	Resolutions/Opinions Due to CMA

Eligible Project Types

The CMA TIP funds are proposed to fund local streets and roads rehabilitation and safety projects with an emphasis to incorporate bicycle and pedestrian improvements (e.g. re-striping for bike lanes) into proposed rehabilitation projects when feasible. The funds were distributed by planning area. Due to the limited funds available, the CMA TIP exchange funds were directed only to roadway rehabilitation and safety and did not include transit projects.

The \$22.5 million in STP backfill is intended to fund Local Streets and Roads rehabilitation. The projects programmed with these funds will be required to follow the MTC Regional Project

Delivery Policy detailed in MTC resolution 3606. The overall programming guidelines used in the last programming cycle of federal funds are intended to be applied to this programming cycle with the exception that any federally eligible street/road on the Federal Functional Classification System will be eligible for funding. These are federal funds and will require a resolution and opinion of legal counsel from sponsoring agencies and the projects will need to be entered into the TIP. These federal funds will be available in FY 05/06.

A detail of the Cycle 2 STP Local Streets and Roads programming, approved last fall by the CMA Board, is also included in the attached material for your information.

STP/CMA TIP Exchange

As part of the Cycle 2 STP Local Streets and Roads programming, the CMA was able to facilitate exchanges that allowed us to program CMA TIP funds to some agencies in place of federal STP funds. The proposed program includes an exchange that will allow agencies to program additional CMA TIP funds in place of STP Cycle 1 Augmentation funds. The CMA TIP programming capacity will be “created” by other agencies taking additional STP funds from the Cycle 1 STP Augmentation Program. Agencies that take on the additional STP funds will receive an additional 10% exchange rate.

Attachments

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

			Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program				
			STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3,402 M) ³		STP Cycle 1 Augmentation (\$3 M) ⁴				
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP ²	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ² Requested	CMA TIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 1											
1	Alameda	Remove Rail & Resurface Clement Ave (along 15 foot wide center rail corridor)			\$ 256,000					\$ 512,000	Pavement rehab including remove rail & resurface.
2	Alameda	Lincoln Middle School Safety Project				\$ 163,000	Y			\$ 284,000	Install signal and provide new access to school drop-off for traffic calming and pedestrian safety.
3	Alameda	Fernside Blvd Resurfacing					Y		\$ 135,000	\$ 245,000	Pave resurfacing including in-pavement x-walk lights or traffic signal; reconfig. striping; sidewalk widening.
4	Albany	Ohlone Greenway Intersection Alignments (Masonic at Portland & Washington)				\$ 37,000	Y			\$ 155,000	Re-align existing Bike/Ped paths at 2 intersections along major bike commute route for safety.
5	Albany	Pierce St Rehab			\$ 57,000		Y		\$ 30,000	\$ 87,000	Safety Imps include restriping stop bars and crosswalk work. Class 1 bike lanes planned for street in future.
6	Berkeley	Gilman St ¹ (San Pablo to Hopkins)	\$ 705,000							\$ 797,000	Pavement rehab project
7	Berkeley	Spruce St. Safety Project Between Rose and Cedar Streets.				\$ 100,000	Y			\$ 100,000	Traffic circles and neck downs to be installed to promote traffic calming and pedestrian safety.
8	Berkeley	Piedmont Circle Pedestrian Safety Project				\$ 128,000	Y			\$ 450,000	Ped Imps including relocation of x-walks, extending curbs, and creating mid x-ing refuge areas.
9	Berkeley	Piedmont Ave Reconstruction (Gayley Rd. to Dwight Way)						\$ 209,000		\$ 915,000	Pavement rehab project
10	Emeryville	Park Ave Overlay District Street and Landscape Improvements			\$ 28,000	\$ 17,000	Y		\$ 14,000	\$ 750,000	Reconfig. street parking; limit truck traffic; sidewalk widening to 18-20' for bike/ped safety.
11	Oakland	Rehab on Various Sts	\$ 1,573,000							\$ 1,782,000	Pavement rehab project
12	Oakland	City of Oakland-Annual St. Resurfacing (Streets to be determined)				\$ 349,000	Y			\$ 962,000	Pavement Rehab,ADA Curb Ramp install where missing, and sidewalk repair.
13	Oakland	Measure B Match for Fed STP LSR Project				\$ 278,000	Y			\$ 1,839,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
14	Oakland	Traffic Signal at the Intersection of 73rd Ave at Garfield Ave.				\$ 275,000	Y			\$ 275,000	Traffic signal install for pedestrian safety and traffic calming.
15	Oakland	City of Oakland Street Resurfacing Program						\$ 825,000		\$ 1,500,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
16	Piedmont	New Traffic Signal at Lower Grand Ave at Arroyo Ave & Rose Ave			\$ 38,000	\$ 24,000	Y		\$ 20,000	\$ 275,000	Ped x-ing safety Imps.: Install traffic signal, "prepare to stop" flasher, re-striping & ramps. Funding includes CMA TIP Cycle 2 \$38,000 from Linda Ave project moved to this project.
17	ACCMA	SMART Corridor Maintenance				\$ 50,000	N/A				Operations and Management of existing SMART Corridor
PA 1 Totals:			\$ 6,055,000	\$ 2,278,000	\$ 377,000	\$ 1,421,000		\$ 1,034,000	\$ 199,000	\$ 10,938,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

STP Augmentation (LSR) and CMATIP (LSR & Safety)				Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3.402 M) ³		STP Cycle 1 Augmentation (\$3 M) ⁴			
				STP ²	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ² Requested	CMA TIP \$ Requested		
PLANNING AREA 2											
18	Alameda County	East Ave. (E St to Windfeldt)		\$ 532,000						\$ 602,000	Pavement rehab project
19	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road (PA2 portion: E. Castro Valley Blvd; Five Canyons Pkwy-Eden Canyon Rd./ Palo Verde) Pave Rehab and Bike Improvements					Y	\$ 591,000		\$ 661,000	Pave rehab and drainage imps, and imps./rehab of class III bike route. PA2 STP portion, PA4 portion listed separately.
20	Hayward	Hesperian Blvd - Pavement Rehab (Industrial to West Tennyson)		\$ 553,000						\$ 625,000	Pavement rehab project
21	Hayward	Industrial Blvd Pavement Rehab (Art Ave. to W. Tennyson Rd.)				\$ 280,000	Y			\$ 318,000	Rehab of pavement and existing class III bike route.
22	Hayward	West A Street Rehab I-880 to Hathaway Ave.				\$ 16,000	Y	\$ 122,000		\$ 138,000	Rehab of pavement and existing bike lane.
23	Hayward	Hesperian Boulevard Rehab (W. Tennyson to Sleepy Hollow)				\$ 22,000	N	\$ 168,000		\$ 190,000	Pave rehab continuation of current STP Project. No bike imps, but parallel bike route on Calaroga
24	San Leandro	Washington Ave Rehabilitation		\$ 312,000				\$ 163,000		\$ 445,000	Pavement rehab ALA050026 pave rehab project augmented to include install of Class II bike lane
25	San Leandro	Floresta Blvd Street Rehabilitation (Washington Ave to Monterey Blvd)				\$ 12,000	Y	\$ 185,000		\$ 372,000	AC pavement rehab and restriping of new bike lanes.
26	ACCMA	SMART Corridor Maintenance				\$ 25,000	N/A				Operations and Management of existing SMART Corridor
PA 2 Totals:				\$ 2,946,000	\$ 1,397,000	\$ -	\$ 355,000	\$ 1,229,000	\$ -	\$ 3,351,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

STP Augmentation (LSR) and CMATIP (LSR & Safety)			Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements	
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3.402 M) ³		STP Cycle 1 Augmentation (\$3 M) ⁴			
				STP ²	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ² Requested			CMATIP \$ Requested
PLANNING AREA 3											
29	Fremont	Rehab on Various Streets ¹ (portions of Mowry, Durham, & Stevenson)		\$ 1,753,000					\$ 1,981,000	Pavement rehab project	
30	Fremont	Street Overlay: portions of Bayview Dr, Walnut Ave, and Farwell Dr.				\$ 467,000	Y		\$ 475,000	Street overlay and upgrade of bike route to bike lanes on 3 streets and install of ADA ramps.	
31	Fremont	Street Overlay: portions of Durham Rd, Fremont Blvd, and Stevenson Boulevard.						\$ 419,000	\$ 473,000	Street overlay and upgrade of bike route to bike lanes and install of ADA ramps.	
32	Newark	Stevenson Blvd. Overlay (I-880 to Cherry St.)		\$ 151,000					\$ 200,000	Pavement rehab project	
33	Newark	Pavement Overlay: Jarvis Ave (Newark Blvd- UPR tracks w. of Lido Blvd.)				\$ 99,000	Y		\$ 132,000	Pave Overlay; existing bike lanes re-striped as needed; x-walks & sidewalks upgraded as needed.	
34	Newark	Haley Ave. (UPR tracks to Cedar)					Y	\$ 79,000	\$ 103,000	Pave Overlay; existing bike lanes & x-walks re-striped as needed.	
35	Union City	Whipple Rd Rehabilitation (UC Blvd to Dyer St.)		\$ 241,000					\$ 272,000	Pavement rehab project	
36	Union City	Pavement Rehab of B,C,D,E,7th, & 8th Sts.				\$ 151,000	Y		\$ 159,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.	
37	Union City	Union City Boulevard (UCB) Pavement Rehab (Homer St. to Jean Dr.)					Y	\$ 127,000	\$ 127,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.	
38	ACCMA	SMART Corridor Maintenance				\$ 17,000	N/A			Operations and Management of existing SMART Corridor	
PA 3 Totals:			\$ 2,615,000	\$ 1,753,000	\$ 392,000	\$ 734,000		\$ 419,000	\$ 206,000	\$ 3,922,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP ¹	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP ¹ Requested	CMA TIP \$ Requested		

PLANNING AREA 4

39	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road (PA4 portion: Eden Canyon Rd./Palo Verde to Pleasanton City Limits) Pave Rehab and Bike Improvements						\$ 25,000		\$ 25,000	Pave rehab and drainage imps, and imps./rehab of class III bike route. PA4 STP portion, PA2 portion listed separately.
40	Dublin	Amador Valley Blvd Rehab and Safety			\$ 133,000	\$ 87,000	Y		\$ 69,000	\$ 386,000	Pavement rehab and restripe of vehicle lanes and existing class II bike lanes.
41	Livermore	S. Vasco Road Pavement Rehabilitation (Patterson Pass Road to Dahpne Drive)		\$ 300,000						\$ 339,000	Pavement rehab project
42	Livermore	Street Resurfacing 2007 (Streets to be determined)				\$ 178,000	Y			\$ 223,200	Annual imps including: Pavement rehab, restripe/ resurface bike lanes, install ADA curbs.
43	Livermore	East Ave Pave Rehab (Hillcrest to east of Loyola Ave)						\$ 158,000		\$ 182,000	Pave rehab continuation of current S. Vasco Rd Rehab STP Project.
44	Pleasanton	Bernal Ave (First St to Windmill Way)			\$ 232,000					\$ 232,000	Pavement rehab project
45	Pleasanton	W. Las Positas Blvd Resurface (Hopyard Rd to Hacienda Drive)				\$ 153,000	Y	\$ 135,000		\$ 481,000	SAMI Overlay; new traffic detectors; bike lanes restriped; curb, gutter & sidewalk repair where needed.
PA 4 Totals:			\$ 1,358,000	\$ 300,000	\$ 365,000	\$ 418,000		\$ 318,000	\$ 69,000	\$ 1,868,200	

Programming Totals:			\$ 11,972,000	\$ 5,728,000	\$ 1,134,000	\$ 2,928,000		\$ 3,000,000	\$ 474,000	\$ 20,079,200	
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Notes:

¹ Amount includes exchange funds

² Federally funded (STP) projects are required to meet requirements addressing the needs of non-motorized travel and/or travelers, and be consistent with Caltrans Deputy Directive 64.

³ These CMA TIP funds are anticipated to be available no earlier than FFY 07/08.

⁴ These STP Cycle 1 Augmentation funds are to be programmed in FFY 05/08.



June 15, 2005

Board Agenda Item 6.3.2
Meeting Date: June 23, 2005

Frank R. Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway Suite 220
Oakland, CA 94612

**Subject: CMA Exchange Projects
Quarterly Status Report
May 2005**

Dear Mr. Furger:

Enclosed is the Quarterly Status Report for the CMA Exchange projects dated May 2005. The report lists the 13 exchange arrangements expected to yield the revenues that fund the projects programmed in the CMA TIP.

The information presented in the report is based on the information made available to the project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The attached report was reviewed and discussed at the Plans and Programs Committee meeting on June 13, 2005. The committee expressed a desire to initiate the exchange agreement with the project sponsor as soon as a project is adopted into the exchange program. Until now, we have been waiting to initiate the agreements until the funds to be exchanged are ready to be allocated or authorized. The exchange agreements include provisions dependent on the programming of the funds to be exchanged, e.g. the source, amount and fiscal year. In the event that the programming of the funds changes before they are allocated and exchanged, the exchange agreements will have to be amended.

If you have any questions regarding the enclosed report, please contact me at (510) 836-2560 ext. 23.

Sincerely,
ADVANCE PROJECT DELIVERY INC.

A handwritten signature in black ink, appearing to read "J.P. O'Brien".

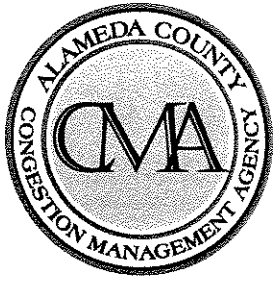
James P. O'Brien

Enc.

CMA Exchange Projects Quarterly Status Report
May 2005

Board Agenda Item 6.3.2
 Meeting Date: June 23, 2005

Index	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 5/31/05)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,500	\$ 20,182,514	\$ -	Done	E	
2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000		\$ 4,000,000	12/31/05	D	
3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000		\$ 4,500,000	12/31/08	D	
4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
5	Berkeley	Street Resurfacing	STP	\$ 275,000		\$ 275,000	12/31/07	N	
6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
7	Fremont	Street Rehab	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
8	Fremont	Street Resurfacing	STP	\$ 858,000		\$ 858,000	12/31/06	N	
9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,422,881	\$ 177,119	12/31/05	E	
10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
11	Union City	UC Intermodal Station (Exch 1)	STIP-TE	\$ 2,727,000		\$ 2,727,000	12/31/06	N	
12	Union City	UC Intermodal Station (Exch 2)	STIP-RIP	\$ 2,283,000		\$ 2,283,000	12/31/09	N	
13	Union City	UC Intermodal Station (Exch 3)	STIP-RIP	\$ 4,004,000		\$ 4,004,000	12/31/08	N	
Totals:				\$ 57,706,400	\$ 38,882,295	\$ 18,824,119			
Notes: ¹ E = Agreement Executed A = Agreement Amendment in Process D = Agreement in Draft Form N = Agreement Not Initiated									
Prepared by Advance Project Delivery Inc.									



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Agenda Item 6.3.3
June 23, 2005

Memorandum

DATE: June 15, 2005

TO: CMA Board

FROM: Plans and Programs Committee

SUBJECT: East Bay SMART Corridors Program:
Transportation Fund for Clean Air (TFCA) -Submittal of Grant Application for the
Regional Program

Action Requested:

It is requested that the CMA Board approve Resolution 05-14 authorizing the Executive Director to submit applications for three projects related to the SMART Corridors program to the Bay Area Air Quality Management District in the Transportation Fund for Clean Air (TFCA) Regional program. The applications are due on June 30, 2005 and require a Resolution of Support from the Lead Agency.

Discussion:

The East Bay SMART Corridors Program is a partnership of 25 public agencies working together to better manage significant transportation corridors in the Alameda and Contra Costa Counties. The Program started with the I-80 (San Pablo Avenue), and I-880 (Hesperian/E 14th/International) corridors. The Program goals are to increase operational efficiency and safety for the corridors. The solutions include traditional traffic engineering strategies as well as projects to improve transit operations and effective incident management.

The success of the original corridors has resulted in an expansion of the Program into new corridors such as E 14th/Telegraph Rapid Bus corridor as well as Grand/MacArthur Corridor. The new corridors are in various state of development. However, they would be deployed respectively in 2006 and 2007.

Based on discussions with the participating agencies and in accordance with the needs of the Program, staff is requesting authorizations from the CMA Board to submit three (3) grant applications for the Regional (competitive) program. The deadline for the submittal of the applications is June 30, 2005. However, as the Bay Area Air Quality Management District (BAAQMD) requires a Resolution of support from the Lead Agency to accompany the applications, Staff is requesting approval of such resolution in June.

CMA Staff is coordinating the work with the staff of participating agencies mostly benefiting from the potential projects. The coordination is necessary to estimate the scope, costs, and requirements to allow preparation of the application packages by the CMA Staff. It is estimated that each project would cost about \$300 to \$500K.

The Following applications on behalf of the Participating Agencies would be submitted upon approval by the CMA Board:

1. East Bay Incident Management System:

Given that 40% to 60% of congestion is attributed to incidents, this project would improve response time, safety of the first responders and public. If granted, the funds would be matched with other potential funds earmarked by U.S. Congress for similar purpose. The Incident Management subcommittee has been involved with the implementation of the various elements within the East Bay SMART Corridors Program.

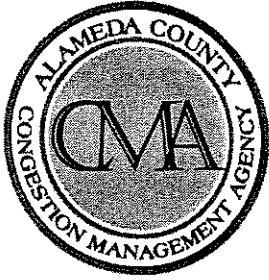
2. NETBUS:

The NETBUS is a pilot project to provide email and Internet connectivity on Trans-Bay transit buses destined for the San Francisco Financial District. The wireless Internet connections could be provided by the transit operators in a cost-effective manner. It is expected that such amenities could increase productivity of the customers and could yield increased ridership. The wireless "Hotspots" are increasingly popular with the mobile professionals and students.

3. Transit Signal Priority (TSP) on Grand/MacArthur:

CMA, AC Transit, and the City of Oakland have already started the work on the Grand/MacArthur corridor to improve transit and traffic operations. In 2004, CMA and AC Transit secured a similar 60% TFCA grant for another portion of this corridor. The proposed grant application would complement a project by the City of Oakland on MacArthur between 35th Avenue and High Street. The proposed work would update the traffic signal control system of the six (6) intersections and install traffic signal interconnect cable in newly-installed conduits. The project would also install Transit Signal Priority (TSP) system along the project limits.

It is requested that the CMA Board approve Resolution 05-14 authorizing the Executive Director to submit applications for three projects related to the SMART Corridors program to the Bay Area Air Quality Management District in the Transportation Fund for Clean Air (TFCA) Regional program. The applications are due on June 30, 2005 and require a Resolution of Support from the Lead Agency.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 05-14

TRANSPORTATION FOR CLEAN AIR FUND (TFCA)
EAST BAY SMART CORRIDORS PROGRAM
EAST BAY INCIDENT MANAGEMENT SYSTEM, NETBUS, AND
TRANSIT SIGNAL PRIORITY (TSP) ON GRAND/MACARTHUR

WHEREAS, pursuant to the rules and regulations that have been adopted by the Bay Area Air Quality Management District (BAAQMD), an eligible claimant, wishing to receive allocations from Transportation for Clear Air Fund (TFCA) 60% funds shall file its application with the BAAQMD; AND

WHEREAS, as a public agency, the CMA is eligible to submit project or programs for TFCA 60% funds; and

WHEREAS, the CMA has identified the East Bay Incident Management System, NETBUS, and Transit Signal Priority (TSP) On Grand/MacArthur to be eligible for funds,

NOW, THEREFORE BE IT RESOLVED, The Alameda County Congestion Management Agency Board Authorize the Executive Director to submit the appropriate applications to the BAAQMD to fund the East Bay Incident Management System, NETBUS and Transit Signal Priority (TSP) on Grand/MacArthur in the FY 2005/2006 Program; and

BE IT FURTHER RESOLVED, that the Alameda County Congestion Management Agency Board authorizes the Executive Director to execute the necessary fund transfer agreements with the Bay Area Air Quality Management District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board held on June 23, 2005 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

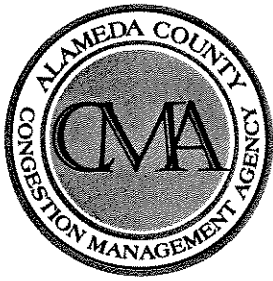
SIGNED:

Larry Reid, Chairperson

ATTEST:

Christina Muller, Board Secretary

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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Memorandum

*June 23, 2005
Agenda Item 6.3.4*

Date: June 16, 2005
To: CMA Board
From: Plans and Programs Committee
Subject: Dynamic Ridesharing

Action Requested

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies, installing a kiosk at the Dublin/Pleasanton BART station and transitioning the call center operations to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. Funding is available from the federal grant; however a local match is required. It recommended that the Board approve programming of \$33,600 in federal funds and \$8,400 in CMA TIP funds to implement the program for six months.

Next Steps

The funds will be programmed and the pilot project will initiate a six-month demonstration program.

Discussion

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project.

The total funds for Dynamic Ridesharing are \$495,000 with a 20% match required. On December 9, 2002, the Board approved \$95,000 to hire consultants to implement Phase 1 of the project. CMA issued a Request for Proposals in 2003 and only received one application, which was rejected because it was unresponsive. After hiring a consultant to re-evaluate the site location for Phase 1 of the project, CMA reissued a Request for Qualifications and determined that the consultants for Phase 1 would require \$20,000

more funding than initially estimated. The Board approved the additional \$20,000 for the consultant budget on July 22, 2004.

Consultants began work in 2004 and the Dynamic Ridesharing Pilot Project is now nearing implementation. A launch date is anticipated summer 2005. The pilot project is expected to be complete by January 2006, which will be followed by an evaluation of the program.

As a pilot program, there have been a number of delays and implementation issues to be resolved that were not anticipated in the original scope of work for the Dynamic Ridesharing Pilot Project.

Because of this, the Committee is requested to recommend that the Board approve an additional \$42,000 to implement and complete the Pilot Project. The total budget would be \$173,700 and breaks down as follows:

	Budget approved July 2004	Supplemental Budget 2005	Total Budget
Project Management	\$16,700	\$9,000	\$25,700
Nelson\Nygaard	\$115,000	\$33,000 (1)	\$148,000
Total	\$131,700	\$42,000	\$173,700
Notes: (1) \$33,000 includes \$7,800 for all call center operations, which will be operated by Parson Brinckerhoff and paid to MTC.			

Increasing the Phase 1 project budget would require \$33,600 from FHWA funds, which is available in the FHWA budget, in addition to a 20 percent match of \$8,400 from CMA.

The justification for the additional work is described in Nelson\Nygaard's attached budget amendment, and is attributable to the following:

- Additional work coordinating with multi-agencies. This includes resolving technical issues to secure BART permits and modify the design and installation of the kiosk and related equipment; resolving parking logistics issues such as monitoring, enforcement and overflow with BART and local jurisdictions; and resolving guaranteed ride home/taxi issues with BART and local jurisdictions.
- Additional marketing caused by delays that resulted in the need for distributing additional marketing materials.
- Establishing a new call center location due to Rides closing business on June 30, 2005. This includes negotiating with MTC to assume the Pilot Project call center activities under Regional Rideshare program with the new vendor and moving equipment to the new call center location.
- Additional meetings and preparation time for consultant team and project manager.

MEMORANDUM

To: Beth Walukas and Diane Stark

From: Linda Rhine

Date: May 25, 2005

Subject: **Dynamic Ridesharing Project**

This memorandum outlines the issues and schedule delays that have impacted the Dynamic Ridesharing project and budget. From the outset, our team expected challenges with this demonstration project because it is the nature of pilot projects. However, there have been some exceptional challenges that were not anticipated and have had major project impacts. Nevertheless, much has been accomplished with the support of a committed ACCMA Project Manager and a very enthusiastic Task Force who have provided invaluable guidance.

The first section of this memorandum presents each major task and summarizes accomplishments as well as the difficulties and hurdles faced in accomplishing them. Figure 1 attached to this memorandum shows the original project budget by task, actual expenditures and variances. This information is presented separately for Nelson\Nygaard and RIDES and Dan Kirshner. The figure also shows a summary table with our original \$115,000 budget, expenditures through March 31, 2005 and the remaining project budget of \$31,195. With this remaining budget, we could finalize all logistics for a launch on July 1 and operate the demonstration for a one-month period.

Listed below are the six areas in which we exceeded our work scope:

1. Technical requirements – securing BART permit and design and installation of kiosk and related equipment
2. More extensive marketing materials – including originally designed website, 2nd and 3rd round of marketing publications and distribution
3. Parking logistics – including parking enforcement, mechanism for offering parking privileges to participants and overflow parking
4. Guaranteed Ride Home – the logistics of pick-up locations, taxi contract agreement and coordination with BART
5. Schedule delays – resulting in more coordination and communication with ACCMA Project Manager, the Task Force, team members and participants.
6. Coordinate Transfer of Rides functions – transitioning tasks from RIDES to other entities with the announcement of RIDES closing operations effective June 30, 2005.

The following section presents these areas in further detail by the major work task categories.

The second section presents a proposed budget supplement to enter full operations of RideNow for a period of six months, assuming a July 1, 2005 start-up. It outlines three major work elements and detailed tasks that were not included in the initial work scope. These are supplemental tasks that will be required to finalize details prior to implementation; tasks associated with operating the Call Center and related tasks for ongoing program management and operations. Figure 2 presents the proposed budgeted hours by staff and estimated cost for each task. We have projected a supplemental budget of \$33,004 will be required for a six month RideNow demonstration.

Existing Workscape

Baseline Conditions

- This task is complete. There were no major issues associated with this task.

Implementation Plan

- Technical Implementation Plan – Developing the technical implementation plan was prepared with all of the tasks required to implement the technical requirements of the project along with a detailed schedule. However, soon after the details were put in place, it was learned that the original space intended to house the computer monitor at the Dublin/Pleasanton BART station would not be workable within a reasonable timeframe. Several on-site visits were required along with numerous communications with BART personnel to determine that a portable kiosk was the optimal approach. The kiosk was purchased with project funds. Applying for and ultimately receiving a permit for the kiosk at the BART station took an extraordinary effort and resulted in significant overage in hours. Installation of the kiosk, telephone and DSL lines also required much more effort than anticipated. As a result, this subtask resulted in budget overruns. It was intended that there would be remaining funds in this subtask available for ongoing trouble shooting during operations. Since funds were over expended for this purpose, additional funds are needed to provide ongoing technical support during the demonstration period.
- Marketing Implementation Plan – A Marketing Plan was developed and supported by the Task Force. It outlined several different marketing strategies for publicizing the program and recruiting participants. A project name and logo were developed and a series of marketing pieces, publications and other strategies have been successfully implemented. Because of project implementation delays, several pieces had to be revised with updated dates, coordinated with BART and other steps to accommodate project delay. The major task that was not anticipated in the original budget that the team performed was development of a project website. It was assumed that Dan Kirshner's website with some minimal enhancements could be used for this project. However, the Task Force advised the team that a new and improved website was desirable. The consulting team developed a project website that was extensively reviewed, revised and is now "live". It has been very well received by the Task Force and is already used by some of the participants. One more revision is anticipated before program start-up.
- Operations Plan – This plan has undergone several revisions and is now considered a "Dynamic Document". It outlines the process and procedures for the Call Center,

training of personnel who will serve "front line" positions, parking logistics and the Guaranteed Ride Home (GRH). The two major areas that have required a significant amount of time are parking and Guaranteed Ride Home (GRH). Parking issues relate to parking enforcement, overflow parking spaces, and a decision to use parking credits to determine eligibility for RideNow designated parking spaces. The GRH arrangement for taxi service has also required a much higher level of effort than anticipated because of the sensitivity with pick-up locations at the station. These two issues are still not resolved.

- Monitoring and Evaluation Plan – The team prepared "Measures of Effectiveness" which outlined the various program evaluation elements. It was presented to the Task Force in the Fall 2004 and revised and finalized at subsequent meetings. This included development of "before" and "after surveys".

Pre-Operations

- Many of the tasks related to implementation planning carried over into pre-operations. The major problems associated with the delay in securing the permit from BART and kiosk installation had "spillover" impacts on other tasks including pre-operations, setting up and testing software systems and the need for ongoing and extensive coordination with BART and other agencies.
- The technical delays obviously meant an initial March 1, 2005 implementation date was postponed. Ongoing and supplemental communication with all of the RideNow participants involved more time and resources that had been anticipated.
- While some "tweaks" to the software was expected, ongoing feedback from the Task Force meant that some additional adjustments were necessary to make the program potentially more attractive and manageable from an administrative perspective. This included modifications to instructions about waiting for next train, taxi pick-ups and other miscellaneous details.
- As the Project Manager, I have needed to devote more time to the project to oversee work of team members, coordinate with other agencies including BART, ACCMA, and participant cities as well as Task Force members. Now that RIDES has announced it will be closing down its operations effective June 30, 2005, it has meant more of my attention for transitional planning.

Full Operations

- Task not yet initiated.

Evaluation

- Task not yet initiated. Resources are reserved for program evaluation.

Meetings and Presentations

- Monthly Task Force meetings, periodic team meetings and meetings with outside agencies were assumed in the project budget. However, the number of meetings with BART personnel to handle logistical considerations with respect to the permit, kiosk and implementation of marketing materials was not anticipated.

Supplemental Work scope

Based on our nine months experience with this pilot project, and our understanding and knowledge of its complexities, we have identified supplemental tasks and a corresponding budget to ensure the resources are available and the project can be successfully implemented, monitored and evaluated.

Steps Prior To Implementation (\$7,272)

- There are a series of steps that must be accomplished prior to implementing the pilot project. Some of these tasks have already required significant time commitments and will require additional time to ensure a smooth implementation period. For example, the orientation materials were formatted and "approved" at the last Task Force meeting, yet they now need to be modified based on updated parking and GRH procedures after they are finalized. Because of project delays, we anticipate the need for supplemental orientations as additional participants join the program. The NN Project Manager in consultation with the ACCMA Project Manager will perform most of the tasks.

Full Operations for 6 Months (\$4,448)

- The original budget had allocated \$23,500 for full operation with most of the funds budgeted for the Call Center. Now that RIDES is closing its business on June 30, 2005, the Call Center function had to be shifted to a new location. PB is taking over this function at lower billing rates. The Call Center operations are now presented as a direct cost in the supplement budget and includes additional tasks associated with this function such as parking enforcement, enhanced monitoring and tracking calls, (based on measures of effectiveness adopted by the Task Force) technical oversight and trouble-shooting, and re-training of Call Center personnel to train PB staff.

Meetings and Presentations (\$4,960)

- Our current contract expires on August 31, 2005. By extending the project six months, it assumes preparation for and attendance at additional Task Force meetings. Meetings with other agencies and periodic team meetings would also occur during this six-month project extension.

Supplemental Marketing Activities (\$1,960)

- Because of the delays in project implementation and potentially extending the program through the summer months, we believe supplemental marketing would be valuable especially if targeted geographically within close proximity to participants.

BART Station Parking Oversight (\$1,960)

- This is a BART requested task to ensure that during the first week of operations, parking at the station goes smoothly. Personnel will be hired and trained to supervise at the station to make sure RideNow participants park in the correct parking spaces and direct patrons to "spillover" parking should it become available for this project. They will also answer questions about the project.

RIDES Transition (\$1,404)

- This is a new task to deal with transitioning RIDES functions to a new agency. It is anticipated that Call Center and related tasks will be handled by the successor 511 firm (PB Consulting) and that Nelson\Nygaard will assume other tasks.

Summary

Listed below is a summary recap of our remaining budget and our proposed supplemental budget for the project extending through February 28, 2006. Please note that Call Center costs are estimated at \$7800.

Dynamic Ridesharing	
Remaining Budget and Supplemental Budget	
Planning and Operations for 6 months	\$33,004.00
Remaining Budget	\$31,194.65
Budget for May 1, 2005 through February 28, 2006	\$64,198.65

While this has been a very challenging project, I feel we have made significant progress and have moved the project forward in a very positive manner. Despite all of the hurdles we have encountered, we are committed to this effort and would very much like the project to proceed. With these objectives in mind, our proposed supplemental budget should enable us to have the necessary resources to effectively implement, monitor and evaluate the pilot and provide meaningful "lessons learned" for future endeavors with dynamic ridesharing.

I would be pleased to review the budget status and proposed supplemental work scope and budget with you in further detail.

Figure 2

Dynamic Ridesharing Supplemental Budget: July 1, 2005 Through December 31, 2005

	Nelson\Nygaard				RIDES or Successor Firm		Total Labor Cost
	Rhine	Fox	Office Support	Field Crew	Bakar (RIDES)	IT	
	\$130.00	\$80.00	\$72.00	\$36.00	\$90.00	\$100.00	
Tasks (1)							
Steps Prior to Full Operations							\$840
Communication with Participants	4	4					\$1,648
Finalize Orientation Materials	8	4	4				\$1,040
Conduct On-Site Orientations	8						\$808
Finalize Taxi Arrangements	4		4				\$1,096
Finalize Parking Logistics	4		8				\$800
Update website						8	
Call Center Re-Training (due to transition)	8						\$1,040
Subtotal	36	8	16	0	0	8	\$7,272
Full Operations							
Coordinate with BART on Parking Enforcement	4		4				\$808
Monitoring/Tracking Calls							\$0
Ongoing Technical Support/Trouble Shooting						24	\$2,400
Taxi Administration (Individual reimbursements for taxi rides)	4		10				\$1,240
Subtotal	8	0	14	0	0	24	\$4,448
BART Station Parking Oversight (1)							\$1,960
Field Crew On-Site Supervision	4			40			
RIDES Transition							
Coordinate Transition of Call Center and other RIDES functions	6	6	2				\$1,404
Meetings and Presentations							\$2,600
Additional Task Force Meetings	20						\$780
Additional Team Meetings	6					8	\$1,580
Additional Agency Meetings	6					8	\$4,960
Subtotal	32	0	0		0	8	

- budget May 25-05
new budget

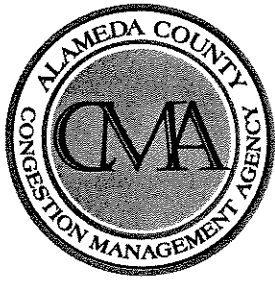
Supplemental Marketing							
layers to residential complexes and FOAs and written articles	4				16		\$1,960
<i>Total Hours</i>	90	14	32	40	16	40	
<i>Total Cost</i>	\$11,700	\$1,120	\$2,304	\$1,440	\$1,440	\$4,000	\$22,004
Direct Costs							\$1,000
Printing/Reproduction							\$400
Travel							\$1,800
Communication (2)							\$7,800
Call Center (3)							\$33,004
TOTAL COST							

1) Field crew retained to supervise at DIP BART Station during first week of operation. Assumes six hours/day for first week.

2) Includes one-time transfer costs for telephone from RIDES site to new location and monthly telephone line costs.

3) Call Center costs consist of 206 hours at \$38/hour = \$7800.

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Memorandum

*June 23, 2005
Agenda Item 6.4.1*

Date: June 13, 2005
To: CMA Board
From: Administration and Legislation Committee
Subject: Dynamic Ridesharing

Action Requested

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. On July 22, 2004, the Board approved a consultant budget of \$131,700, consisting of \$105,000 federal funds and a \$26,700 local match. The project has encountered several issues including coordinating with multiple agencies and transitioning the call center operations to a new operator. These issues have required a significant amount of effort to resolve. In order to implement the pilot project for six months, additional funding is needed. It is requested that the Board approve an additional \$42,000 for consultant services for Phase 1 of the Dynamic Ridesharing pilot project, with a revised budget total of \$173,700. The additional \$42,000 consists of \$33,600 federal funds and an \$8,400 local match.

Next Steps

The Dynamic Ridesharing pilot program contract with the consultants will be amended.

Discussion

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project.

The total funds for Dynamic Ridesharing are \$495,000 with a 20% match required. On December 9, 2002, the Board approved \$95,000 to hire consultants to implement Phase 1 of the project. CMA issued a Request for Proposals in 2003 and only received one application, which was rejected because it was unresponsive. After hiring a consultant to re-evaluate the site location for Phase 1 of the project, CMA reissued a Request for Qualifications and determined that the consultants for Phase 1 would require \$20,000 more funding than initially estimated. The Board approved the additional \$20,000 for the consultant budget on July 22, 2004.

Consultants began work in 2004 and the Dynamic Ridesharing Pilot Project is now nearing implementation. A launch date is anticipated summer 2005. The pilot project is expected to be complete by January 2006, which will be followed by an evaluation of the program.

As a pilot program, there have been a number of delays and implementation issues to be resolved that were not anticipated in the original scope of work for the Dynamic Ridesharing Pilot Project.

Because of this, the Committee is requested to recommend that the Board approve an additional \$42,000 to implement and complete the Pilot Project. The total budget would be \$173,700 and breaks down as follows:

	Budget approved July 2004	Supplemental Budget 2005	Total Budget
Project Management	\$16,700	\$9,000	\$25,700
Nelson\Nygaard	\$115,000	\$33,000 (1)	\$148,000
Total	\$131,700	\$42,000	\$173,700
Notes: (1) \$33,000 includes \$7,800 for all call center operations, which will be operated by Parsons Brinckerhoff and paid to MTC.			

Increasing the Phase 1 project budget would require \$33,600 from FHWA funds, which is available in the FHWA budget, in addition to a 20 percent match of \$8,400 from CMA.

The justification for the additional work is described in Nelson\Nygaard's attached budget amendment, and is attributable to the following:

- Additional work coordinating with multi-agencies. This includes resolving technical issues to secure BART permits and modify the design and installation of the kiosk and related equipment; resolving parking logistics issues such as monitoring, enforcement and overflow with BART and local jurisdictions; and resolving guaranteed ride home/taxi issues with BART and local jurisdictions.
- Additional marketing caused by delays that resulted in the need for distributing additional marketing materials.
- Establishing a new call center location due to Rides closing business on June 30, 2005. This includes negotiating with MTC to assume the Pilot Project call center activities under Regional Rideshare program with the new vendor and moving equipment to the new call center location.
- Additional meetings and preparation time for consultant team and project manager.

MEMORANDUM

To: Beth Walukas and Diane Stark
From: Linda Rhine
Date: May 25, 2005
Subject: Dynamic Ridesharing Project

This memorandum outlines the issues and schedule delays that have impacted the Dynamic Ridesharing project and budget. From the outset, our team expected challenges with this demonstration project because it is the nature of pilot projects. However, there have been some exceptional challenges that were not anticipated and have had major project impacts. Nevertheless, much has been accomplished with the support of a committed ACCMA Project Manager and a very enthusiastic Task Force who have provided invaluable guidance.

The first section of this memorandum presents each major task and summarizes accomplishments as well as the difficulties and hurdles faced in accomplishing them. Figure 1 attached to this memorandum shows the original project budget by task, actual expenditures and variances. This information is presented separately for Nelson\Nygaard and RIDES and Dan Kirshner. The figure also shows a summary table with our original \$115,000 budget, expenditures through March 31, 2005 and the remaining project budget of \$31,195. With this remaining budget, we could finalize all logistics for a launch on July 1 and operate the demonstration for a one-month period.

Listed below are the six areas in which we exceeded our work scope:

1. Technical requirements – securing BART permit and design and installation of kiosk and related equipment
2. More extensive marketing materials – including originally designed website, 2nd and 3rd round of marketing publications and distribution
3. Parking logistics – including parking enforcement, mechanism for offering parking privileges to participants and overflow parking
4. Guaranteed Ride Home – the logistics of pick-up locations, taxi contract agreement and coordination with BART
5. Schedule delays – resulting in more coordination and communication with ACCMA Project Manager, the Task Force, team members and participants.
6. Coordinate Transfer of Rides functions – transitioning tasks from RIDES to other entities with the announcement of RIDES closing operations effective June 30, 2005.

The following section presents these areas in further detail by the major work task categories.

The second section presents a proposed budget supplement to enter full operations of RideNow for a period of six months, assuming a July 1, 2005 start-up. It outlines three major work elements and detailed tasks that were not included in the initial work scope. These are supplemental tasks that will be required to finalize details prior to implementation; tasks associated with operating the Call Center and related tasks for ongoing program management and operations. Figure 2 presents the proposed budgeted hours by staff and estimated cost for each task. We have projected a supplemental budget of \$33,004 will be required for a six month RideNow demonstration.

Existing Workscape

Baseline Conditions

- This task is complete. There were no major issues associated with this task.

Implementation Plan

- Technical Implementation Plan – Developing the technical implementation plan was prepared with all of the tasks required to implement the technical requirements of the project along with a detailed schedule. However, soon after the details were put in place, it was learned that the original space intended to house the computer monitor at the Dublin/Pleasanton BART station would not be workable within a reasonable timeframe. Several on-site visits were required along with numerous communications with BART personnel to determine that a portable kiosk was the optimal approach. The kiosk was purchased with project funds. Applying for and ultimately receiving a permit for the kiosk at the BART station took an extraordinary effort and resulted in significant overage in hours. Installation of the kiosk, telephone and DSL lines also required much more effort than anticipated. As a result, this subtask resulted in budget overruns. It was intended that there would be remaining funds in this subtask available for ongoing trouble shooting during operations. Since funds were over expended for this purpose, additional funds are needed to provide ongoing technical support during the demonstration period.
- Marketing Implementation Plan – A Marketing Plan was developed and supported by the Task Force. It outlined several different marketing strategies for publicizing the program and recruiting participants. A project name and logo were developed and a series of marketing pieces, publications and other strategies have been successfully implemented. Because of project implementation delays, several pieces had to be revised with updated dates, coordinated with BART and other steps to accommodate project delay. The major task that was not anticipated in the original budget that the team performed was development of a project website. It was assumed that Dan Kirshner's website with some minimal enhancements could be used for this project. However, the Task Force advised the team that a new and improved website was desirable. The consulting team developed a project website that was extensively reviewed, revised and is now "live". It has been very well received by the Task Force and is already used by some of the participants. One more revision is anticipated before program start-up.
- Operations Plan – This plan has undergone several revisions and is now considered a "Dynamic Document". It outlines the process and procedures for the Call Center,

training of personnel who will serve "front line" positions, parking logistics and the Guaranteed Ride Home (GRH). The two major areas that have required a significant amount of time are parking and Guaranteed Ride Home (GRH). Parking issues relate to parking enforcement, overflow parking spaces, and a decision to use parking credits to determine eligibility for RideNow designated parking spaces. The GRH arrangement for taxi service has also required a much higher level of effort than anticipated because of the sensitivity with pick-up locations at the station. These two issues are still not resolved.

- Monitoring and Evaluation Plan – The team prepared "Measures of Effectiveness" which outlined the various program evaluation elements. It was presented to the Task Force in the Fall 2004 and revised and finalized at subsequent meetings. This included development of "before" and "after surveys".

Pre-Operations

- Many of the tasks related to implementation planning carried over into pre-operations. The major problems associated with the delay in securing the permit from BART and kiosk installation had "spillover" impacts on other tasks including pre-operations, setting up and testing software systems and the need for ongoing and extensive coordination with BART and other agencies.
- The technical delays obviously meant an initial March 1, 2005 implementation date was postponed. Ongoing and supplemental communication with all of the RideNow participants involved more time and resources that had been anticipated.
- While some "tweaks" to the software was expected, ongoing feedback from the Task Force meant that some additional adjustments were necessary to make the program potentially more attractive and manageable from an administrative perspective. This included modifications to instructions about waiting for next train, taxi pick-ups and other miscellaneous details.
- As the Project Manager, I have needed to devote more time to the project to oversee work of team members, coordinate with other agencies including BART, ACCMA, and participant cities as well as Task Force members. Now that RIDES has announced it will be closing down its operations effective June 30, 2005, it has meant more of my attention for transitional planning.

Full Operations

- Task not yet initiated.

Evaluation

- Task not yet initiated. Resources are reserved for program evaluation.

Meetings and Presentations

- Monthly Task Force meetings, periodic team meetings and meetings with outside agencies were assumed in the project budget. However, the number of meetings with BART personnel to handle logistical considerations with respect to the permit, kiosk and implementation of marketing materials was not anticipated.

Supplemental Work scope

Based on our nine months experience with this pilot project, and our understanding and knowledge of its complexities, we have identified supplemental tasks and a corresponding budget to ensure the resources are available and the project can be successfully implemented, monitored and evaluated.

Steps Prior To Implementation (\$7,272)

- There are a series of steps that must be accomplished prior to implementing the pilot project. Some of these tasks have already required significant time commitments and will require additional time to ensure a smooth implementation period. For example, the orientation materials were formatted and "approved" at the last Task Force meeting, yet they now need to be modified based on updated parking and GRH procedures after they are finalized. Because of project delays, we anticipate the need for supplemental orientations as additional participants join the program. The NN Project Manager in consultation with the ACCMA Project Manager will perform most of the tasks.

Full Operations for 6 Months (\$4,448)

- The original budget had allocated \$23,500 for full operation with most of the funds budgeted for the Call Center. Now that RIDES is closing its business on June 30, 2005, the Call Center function had to be shifted to a new location. PB is taking over this function at lower billing rates. The Call Center operations are now presented as a direct cost in the supplement budget and includes additional tasks associated with this function such as parking enforcement, enhanced monitoring and tracking calls, (based on measures of effectiveness adopted by the Task Force) technical oversight and trouble-shooting, and re-training of Call Center personnel to train PB staff.

Meetings and Presentations (\$4,960)

- Our current contract expires on August 31, 2005. By extending the project six months, it assumes preparation for and attendance at additional Task Force meetings. Meetings with other agencies and periodic team meetings would also occur during this six-month project extension.

Supplemental Marketing Activities (\$1,960)

- Because of the delays in project implementation and potentially extending the program through the summer months, we believe supplemental marketing would be valuable especially if targeted geographically within close proximity to participants.

BART Station Parking Oversight (\$1,960)

- This is a BART requested task to ensure that during the first week of operations, parking at the station goes smoothly. Personnel will be hired and trained to supervise at the station to make sure RideNow participants park in the correct parking spaces and direct patrons to "spillover" parking should it become available for this project. They will also answer questions about the project.

RIDES Transition (\$1,404)

- This is a new task to deal with transitioning RIDES functions to a new agency. It is anticipated that Call Center and related tasks will be handled by the successor 511 firm (PB Consulting) and that Nelson\Nygaard will assume other tasks.

Summary

Listed below is a summary recap of our remaining budget and our proposed supplemental budget for the project extending through February 28, 2006. Please note that Call Center costs are estimated at \$7800.

Dynamic Ridesharing	
Remaining Budget and Supplemental Budget	
Planning and Operations for 6 months	\$33,004.00
Remaining Budget	\$31,194.65
Budget for May 1, 2005 through February 28, 2006	\$64,198.65

While this has been a very challenging project, I feel we have made significant progress and have moved the project forward in a very positive manner. Despite all of the hurdles we have encountered, we are committed to this effort and would very much like the project to proceed. With these objectives in mind, our proposed supplemental budget should enable us to have the necessary resources to effectively implement, monitor and evaluate the pilot and provide meaningful "lessons learned" for future endeavors with dynamic ridesharing.

I would be pleased to review the budget status and proposed supplemental work scope and budget with you in further detail.

Figure 2

Dynamic Ridesharing Supplemental Budget: July 1, 2005 Through December 31, 2005

	Nelson\Nygaard				RIDES or Successor Firm		Total Labor Cost
	Rhine	Fox	Office Support	Field Crew	Bakar (RIDES)	IT	
	\$130.00	\$80.00	\$72.00	\$36.00	\$90.00	\$100.00	
Tasks (1)							
Steps Prior to Full Operations							\$840
Communication with Participants	4	4					\$1,648
Finalize Orientation Materials	8	4	4				\$1,040
Conduct On-Site Orientations	8						\$808
Finalize Taxi Arrangements	4		4				\$1,096
Finalize Parking Logistics	4		8			8	\$800
Update website							\$1,040
Call Center Re-Training (due to transition)	8					8	\$7,272
Subtotal	36	8	16	0	0	8	
Full Operations							
Coordinate with BART on Parking Enforcement	4		4				\$808
Monitoring/Tracking Calls							\$0
Ongoing Technical Support/Trouble Shooting						24	\$2,400
Taxi Administration (Individual reimbursements for taxi rides)	4		10				\$1,240
Subtotal	8	0	14	0	0	24	\$4,448
BART Station Parking Oversight (1)							
Field Crew On-Site Supervision	4			40			\$1,960
RIDES Transition							
Coordinate Transition of Call Center and other RIDES functions	6	6	2				\$1,404
Meetings and Presentations							
Additional Task Force Meetings	20						\$2,600
Additional Team Meetings	6					8	\$780
Additional Agency Meetings	6					8	\$1,580
Subtotal	32	0	0		0	8	\$4,960

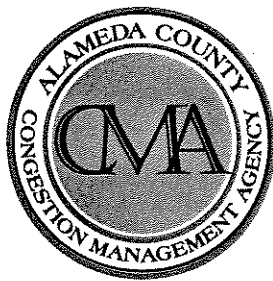
budget May 25-05
new budget

Supplemental Marketing							
flyers to residential complexes and HOAs and written articles	4				16		\$1,960
	90	14	32	40	16	40	
Total Hours							
Total Cost	\$11,700	\$1,120	\$2,304	\$1,440	\$1,440	\$4,000	\$22,004
Direct Costs							\$1,000
Printing/Reproduction							\$400
Travel							\$1,800
Communication (2)							\$7,800
Call Center (3)							\$33,004
TOTAL COST							

- 1) Field crew retained to supervise at DIP BART Station during first week of operation. Assumes six hours/day for first week.
2 Includes one-time transfer costs for telephone from RIDES site to new location and monthly telephone line costs.
3) Call Center costs consist of 206 hours at \$38/hour = \$7800.

**Dynamic Ridesharing Scope of Work and Budget Amendment
For Project Management/Beth Walukas**

Task	Comments	Hours	Cost	Task Complete?
Proposal Review and Consultant Selection	This includes pre-bid work and selecting the consultant	23	\$2,300	Yes
Develop and Refine Scope of Work	This involves working with the selected firms to produce an acceptable scope of services and making sure the ACCMA and other partners feel comfortable with it.	10.5	\$1,050	Yes
Define Baseline Conditions	This task may have already been completed, but it will involve getting final buy off on the station and station characteristics.	12.5	\$1,250	Yes
Develop Implementation Plan	This will be critical and will involve getting agreements from the partners on the consultants plan.	32	\$3,200	Yes
Implement Program	This will primarily involve monitoring the consultants work and keeping the ACCMA and partners apprised the implementation and trouble shooting any bugs.	67	\$2,000	July 2005 – January 2006
Evaluation	This will consist of developing Measures of Effectiveness and defining what the before/after study will look like.	20	\$3,000	July 2005 – January 2006
Report Review	This assumes review of all reports.	20	\$2,000	February 2006
Agenda Preparation and Meetings	This assumes attendance and presentation at 12 Task Force meetings and four ACCMA Committee meeting (i.e., ACTAC, PPC).	70	\$4,000	On-going
Other costs	Phone Copying		\$100 \$100	
Total		255 (1)	\$25,700 (1)	
Notes: (1) Original hours and budget were 166 hours and \$16,700				



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*Agenda Item 6.4.2
June 23, 2005*

Memorandum

DATE: June 15, 2005
TO: CMA Board
FROM: Administration and Legislation Committee
SUBJECT: Telegraph/International Rapid Bus Corridor – Amendment to Agreement with AC Transit for Additional Work

Action Requested:

AC Transit has requested a number of additional items as a part of the International-Telegraph Rapid Bus project. These items include on-board surveys, bus stop modifications, closed circuit TV, additional video image detection, and server data retrieval. It is recommended that CMA Board:

1. Authorize the Executive Director to negotiate and execute an amendment to the agreement with AC Transit for these additional items.
2. Authorize the Executive Director to execute all necessary agreements required for the activities related to these additional items.

Discussion:

The CMA Board on September 23, 2004 and October 28, 2004 authorized the Executive Director to negotiate and execute an agreement with AC Transit for the E. 14th Street/Telegraph/International Rapid Bus Corridor implementation, and to execute the necessary consultant contracts to start project delivery activities for the Rapid Bus program. CMA and AC Transit's goal is to deliver the Transit Signal Priority elements of the project by June 26, 2006 to meet the funding requirements.

The Alameda County CMA, and AC Transit, have currently secured a total of \$15,299,150 in Measure B, Regional Measure 2, Federal, TFCA, and STIP funds to plan, design and deploy the E. 14th Street/International Blvd/Telegraph Avenue Bus Rapid Transit program, from Bayfair Mall to the University of California at Berkeley Campus. Since the project inception, AC Transit has requested a number of additional items and services that were beyond the original project scope. In addition, AC Transit has agreed to provide additional funding to Caltrans and City of Oakland for their staff time in the support of the project. The following are the additional items requested by AC Transit:

▪ Before and After Studies - On-Board Survey:	\$150,575
▪ 34 th Avenue Bus Stop Modifications:	\$158,000
▪ Installation of Closed Circuit TV at end of Bus Lines:	\$340,000
▪ Additional Video Image Detection in Oakland:	\$80,000
▪ Server Implementation for Data Retrieval:	\$32,700
▪ Caltrans Staff Time Reimbursement:	\$25,000
▪ City of Oakland Staff Time Reimbursement:	<u>\$20,000</u>
Total:	\$806,275

AC Transit has agreed to provide the additional funding needs to supplement the total project funding. The Amendment to Agreement will provide the means for CMA to receive the funds and to execute the necessary agreements with the consultant, contractors and partner agencies for the delivery of these items of work. Exhibit A shows the total project funding, including the revised budget amounts. The total revised funding will increase the total current project estimate to **\$16,105,425**.

Funding for the additional item will be provided through the Regional Measure 2 funds.

Exhibit A

INTERSECTION RELATED ITEMS	Estimate of Probable Cost	AC Transit			CMA
		Regional Measure 2 & Measure B	FTA (72R)	CMA TIP	TFCA
Rapid Bus and Signal Enhancements	\$ 12,886,412	\$ 8,620,150	\$ 700,000	\$ 2,172,262	\$ 1,394,000
Smart Corridor Enhancements	\$ 2,327,738			\$ 2,327,738	
GPS Radios for Telegraph Avenue	\$ 20,000	\$ 20,000			
Pole Design for Rapid Bus Flags	\$ 15,000	\$ 15,000			
PG&E Service Coordination for Bus Shelters	\$ 50,000	\$ 50,000			
Before and After Studies - On-Board Survey	\$ 150,575	\$ 150,575			
34 th Avenue Bus Stop Modifications	\$ 158,000	\$ 158,000			
Closed Circuit TV at end of Bus Lines	\$ 340,000	\$ 340,000			
Video Image Detection in Oakland	\$ 80,000	\$ 80,000			
Server Implementation for Data Retrieval	\$ 32,700	\$ 32,700			
Caltrans Staff Time Reimbursement	\$ 25,000	\$ 25,000			
City of Oakland Staff Time Reimbursement	\$ 20,000	\$ 20,000			
GRAND TOTAL	\$ 16,105,425	\$ 9,511,425	\$ 700,000	\$ 4,500,000	\$ 1,394,000



ALAMEDA COUNTY
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Memorandum

*June 23, 2005
Agenda Item 6.4.3*

DATE: June 15, 2005
TO: CMA Board
FROM: Administration and Legislation Committee
RE: Transportation Fund for Clean Air (TFCA): TravelChoice Project

Action Requested

The Transportation and Land Use Coalition (TALC) has asked the CMA to act as the official public agency sponsor for an application to the Air District for regional TFCA funds for the TravelChoice pilot project. It is recommended that the CMA Board authorize the following actions in response to the request from TALC:

1. Authorize staff to submit an application to the Air District for this project;
2. Approve a resolution to accompany the application as required by Air District guidelines; and
3. Authorize the Executive Director to execute any agreements necessary for the implementation of the project.

Discussion

The Transportation and Land Use Coalition (TALC) has asked the CMA to act as the official public agency sponsor for an application to the Air District for regional TFCA funds for a demonstration of the TravelChoice project. The pilot project includes an individualized marketing campaign to find and target interested participants and provide personally tailored transportation information to those households. TALC has requested the CMA to act as the official public agency sponsor for an application to the Air District for regional TFCA funds for a demonstration of the TravelChoice project.

TALC staff would complete the application material required for the Regional TFCA application. The small amount of CMA costs associated with this grant will be reimbursed through the grant. TALC is proposing to operate the marketing program for a 12 month period, focusing on two east bay neighborhoods. The overall TFCA regional grant request is anticipated to be about \$400,000 and target areas with up to 3,500 households. Additional information on the

proposed program is included in the attached material. The program budget is estimated to be distributed among the following categories:

Material	\$ 70,000
Outreach	\$ 90,000
Survey	\$ 50,000
Operations	<u>\$190,000</u>
	\$400,000

Next Steps

The application is required to be submitted to the Air District by June 30th.

Attachment

TravelChoice Marketing - East Bay Pilot Project: Increasing Transit Use

TravelChoice is an individualized marketing campaign that targets willing participants and provides them with personally tailored transportation information, enabling them to make more environmentally friendly choices when they venture out of the house or office.

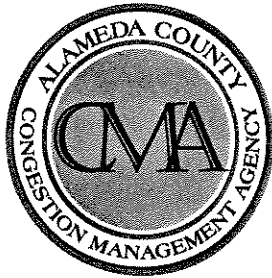
The program avoids expensive television and print advertising that have a large reach, but are relatively ineffective. Instead, they rely on one-to-one marketing, reaching out to interested people and sending them information that they indicate an interest in. This methodology has shown itself to be highly cost-effective, creating a significant positive response for each dollar spent.

Similar projects in a number of European, Australian and US Cities have found significant, sustained increases in transit use, biking and walking among participants after similar marketing campaigns has been run in a community. Ranging from 10% to 41% increases in transit use, 6%-133% increases in bicycling and 6% to 22% increases in walking.

It has been shown that there is a significant pool of people in each community where the marketing campaigns have run, who are interested in changing their transportation choices and willing to be contacted with transportation information. It is logical to assume that the East Bay would see similar numbers.

An East Bay pilot project would identify 2-3 representative East Bay areas and run a program that possibly includes City Carshare with other environmentally friendly modes. Possible funding partners include MTC, ACCMA, ACTIA, private foundations and donors, AC Transit, BART, Health Agencies (county/state) and participating cities.

Individualized marketing, by its very nature, will allow a successfully run pilot project to increase its coverage area to the entire East Bay, and even the region. Past programs have shown Individualized Marketing to be effective in both urban and suburban settings, indicating that this program is a key program to pursue in changing the travel habits of residents of the entire Bay Area.



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RESOLUTION NO. 05-15

A RESOLUTION OF THE GOVERNING BOARD OF THE ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY (ACCMA) AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR FUNDS FOR THE PURPOSE OF THE TRAVELCHOICE PROGRAM AND AUTHORIZING THE IMPLEMENTATION OF SAME IF THE APPLICATION IS APPROVED BY THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT BOARD OF DIRECTORS.

WHEREAS, the ACCMA is a supporter of clean air and wishes to take action to enhance air quality in the San Francisco Bay Area; and

WHEREAS, the ACCMA intends to submit a funding application to the Bay Area Air Quality Management District for the TravelChoice Program;

Now, therefore, be it resolved:

1. That the Executive Director is authorized to submit such application for the ACCMA;
2. That the Executive Director is authorized to execute a funding agreement with the Bay Area Air Quality Management District for the purposes of the TravelChoice Program if said application is approved by the Bay Area Air Quality Management District Board of Directors.

DULY PASSED AND ADOPTED by the ACCMA at the regular ACCMA Board meeting held on Thursday, June 23, 2005 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Larry Reid, Chairperson

ATTEST:

Christina Muller, Board Secretary

AC Transit

Director
Dolores Jaquez

Alameda County

Supervisors
Nate Miley
Scott Haggerty
Vice Chairperson

City of Alameda

Mayor
Beverly Johnson

City of Albany

Councilmember
Allen Maris

BART

Director
Thomas Blalock

City of Berkeley

Councilmember
Kriss Worthington

City of Dublin

Mayor
Janet Lockhart

City of Emeryville

Councilmember
Nora Davis

City of Fremont

Mayor
Robert Wasserman

City of Hayward

Mayor
Roberta Cooper

City of Livermore

Mayor
Marshall Karna

City of Newark

Councilmember
Paul H. B. Tong

City of Oakland

Councilmember
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Jennifer Hosterman

City of San Leandro

Mayor
Shelia Young

City of Union City

Mayor
Mark Green

Executive Director

Donna D. Farr

Alameda County Congestion Management Agency

Executive Director's Objectives for the 2005-2006 Fiscal Year

1. Implement the adopted fiscal year 2005-2006 work plan.
2. Complete 2005 update to the Congestion Management Program.
3. Complete the submittal for the 2006 State Transportation Improvement Program.
4. Develop and implement a legislative strategy to help guide the CMA's advocacy in Sacramento.
5. Provide staff support to the CMA Board, its committees and individual members as appropriate to carry out the mission of the CMA.
6. Assure that staff is: (1) managing the development of the I-580 HOV lane in the Livermore Valley; (2) completing additional elements of the East Bay SMART Corridors program, including additional rapid bus corridors; (3) monitoring and tracking the projects included in State and federal transportation funding programs; (4) managing the CMA exchange program; and (5) implementing the MTC funded T-Plus program in Alameda County.
7. Pursue the I-680 High Occupancy Toll (HOT) Pilot Project authorized by the Board.
8. Oversee the implementation of Regional Measure 2 projects sponsored or co-sponsored by the CMA.
9. Advocate new or enhanced transportation revenues, including CMP funding and transit operating sources, in regional and statewide forums.
10. Participate in and take an active role in statewide forums and discussions that may have a potential impact on the functions of the CMA.
11. Prepare the work plan and budget for fiscal year 2006-2007.
12. Organize an agency retreat to be held during the fiscal year.

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AMENDED IN SENATE MAY 2, 2005

AMENDED IN SENATE MARCH 29, 2005

SENATE BILL

No. 172

Introduced by Senator Torlakson

February 9, 2005

An act to amend ~~Section 188.5~~ of Sections 188.5, 30912, 30950.2, 30952, 30953, 30961, and 31010 of, and to add Sections 188.6, 30886, 30952.1, 30952.2, and 30954 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 172, as amended, Torlakson. ~~Seismic retrofit projects—Bay Area state-owned toll bridges: financing.~~

Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, this toll revenue, other than revenue from the \$1 seismic surcharge, is deposited into the Bay Area Toll Account and controlled by the authority. Existing law requires the department and the authority to enter into a cooperative agreement that makes the department responsible for operating the bridges and for constructing improvements to the bridges financed by toll revenues. Existing law estimates the cost to seismically retrofit the state-owned Bay Area toll bridges and identifies funding to be made available for this purpose from various sources, including imposition of a \$1 seismic retrofit surcharge. Under existing law, this surcharge revenue is deposited into the Toll Bridge Seismic Retrofit Account for expenditure by the department

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until completion of the seismic projects and payment of the bonds issued to finance those projects.

This bill would state the Legislature's findings that the amount identified for the seismic retrofit of the state-owned toll bridges is insufficient and would state its intent to identify additional funding sources for those projects. The bill would require the seismic retrofit surcharge to be paid to the authority and deposited into the Bay Area Toll Account, and would require the department to transfer to the authority, for deposit into that account, all revenue from the surcharge. The bill would continuously appropriate all seismic surcharge revenues in the account to the authority for purposes specified by law. The bill would authorize the authority to increase the seismic retrofit surcharge by \$1.

The bill would require the authority to amend its agreement with the department to specify the respective duties of each agency with respect to the seismic retrofit and other bridge construction projects. The bill would also require the authority and the department to form a Toll Bridge Program Board of Control to review those projects. The bill would require the department to report to the Legislature on those matters. The bill would impose various risk management duties on the department. By requiring the authority to perform additional duties, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

~~Existing law provides for the seismic retrofit of state-owned toll bridges. Under existing law, the Department of Transportation is required to report quarterly to the Legislature and the California Transportation Commission for each seismic retrofit project. Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to bay area state-owned toll bridge revenues and expenditures, including the revenues from the toll increase authorized by Regional Measure 1 of 1988.~~

~~This bill would require that these reports be submitted within 45 days after the end of each quarter and include a summary of the budget status for support and capital outlay construction costs. The bill would also require the department to take specified actions to manage the risks associated with the seismic retrofit projects.~~

~~Existing law requires the department and the Bay Area Toll Authority to enter into a cooperative agreement on mutually agreeable terms and conditions relative to the bay area state-owned toll bridges, including operation of the bridges by the department and the planning, design, and construction of improvements to the bridges paid by toll bridge revenues.~~

~~This bill would require the department and the authority to amend the cooperative agreement previously entered into under these provisions to provide various oversight and control responsibilities with respect to the Regional Measure 1 bridge toll program and the toll bridge seismic retrofit program. By imposing new duties on a local agency, the bill would impose a state-mandated local program.~~

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.~~

~~Vote: ☐majority. Appropriation: ☒no yes. Fiscal committee: ☐yes. State-mandated local program: ☐yes.~~

The people of the State of California do enact as follows:

- 1 SECTION 1. ☐Section 188.5 of the Streets and Highways Code
- 2 is amended to read:
- 3 188.5. ☐ (a) ☐The Legislature finds and declares all of the
- 4 following:
- 5 (1) ☐The department has determined that in order to provide
- 6 maximum safety for the traveling public and to ensure
- 7 continuous and unimpeded operation of the state's transportation
- 8 network, six state-owned toll bridges are in need of a seismic
- 9 safety retrofit, and one state-owned toll bridge is in need of a
- 10 partial retrofit and a partial replacement.

1 (2) The bridges identified by the department as needing
2 seismic retrofit are the Benicia-Martinez Bridge, the Carquinez
3 Bridge, the Richmond-San Rafael Bridge, the San
4 Mateo-Hayward Bridge, the San Pedro-Terminal Island Bridge
5 (also known as the Vincent Thomas Bridge), the San
6 Diego-Coronado Bridge, and the west span of the San
7 Francisco-Oakland Bay Bridge. The department has also
8 identified the east span of the San Francisco-Oakland Bay Bridge
9 as needing to be replaced. That replacement span will be safer,
10 stronger, longer lasting, and more cost efficient to maintain than
11 completing a seismic retrofit for the current east span.

12 (3) The south span of the Carquinez Bridge is to be replaced
13 pursuant to Regional Measure 1, as described in Section 30917.

14 (4) The cost estimate to retrofit the state-owned toll bridges
15 and to replace the east span of the San Francisco-Oakland Bay
16 Bridge is four billion six hundred thirty-seven million dollars
17 (\$4,637,000,000), as follows:

18 (A) The Benicia-Martinez Bridge retrofit is one hundred
19 ninety million dollars (\$190,000,000).

20 (B) The north span of the Carquinez Bridge retrofit is one
21 hundred twenty-five million dollars (\$125,000,000).

22 (C) The Richmond-San Rafael Bridge retrofit is six hundred
23 sixty-five million dollars (\$665,000,000).

24 (D) The San Mateo-Hayward Bridge retrofit is one hundred
25 ninety million dollars (\$190,000,000).

26 (E) The San Pedro-Terminal Island Bridge retrofit is sixty-two
27 million dollars (\$62,000,000).

28 (F) The San Diego-Coronado Bridge retrofit is one hundred
29 five million dollars (\$105,000,000).

30 (G) The west span of the San Francisco-Oakland Bay Bridge
31 retrofit, as a lifeline bridge, is seven hundred million dollars
32 (\$700,000,000).

33 (H) Replacement of the east span of the San
34 Francisco-Oakland Bay Bridge is two billion six hundred million
35 dollars (\$2,600,000,000).

36 (b) It is the intent of the Legislature that the following
37 amounts from the following funds shall be allocated until
38 expended, for the seismic retrofit or replacement of state-owned
39 toll bridges:

1 (1) Six hundred fifty million dollars (\$650,000,000) from the
2 1996 Seismic Retrofit Account in the Seismic Retrofit Bond
3 Fund of 1996 for the seven state-owned toll bridges identified by
4 the department as requiring seismic safety retrofit or
5 replacement.

6 (2) One hundred forty million dollars (\$140,000,000) in
7 surplus revenues generated under the Seismic Retrofit Bond Act
8 of 1996 that are in excess of the amount actually necessary to
9 complete Phase Two of the state's seismic retrofit program.
10 These excess funds shall be reallocated to assist in financing
11 seismic retrofit of the state-owned toll bridges.

12 (3) Fifteen million dollars (\$15,000,000) from the Vincent
13 Thomas Toll Bridge Revenue Account.

14 (4) The funds necessary to meet both of the following:

15 (A) A principal obligation of two billion two hundred
16 eighty-two million dollars (\$2,282,000,000) from the seismic
17 retrofit surcharge, including any interest therefrom, imposed
18 pursuant to Section 31010, subject to the limitation set forth in
19 subdivision (c) and subdivision (b) of Section 31010.

20 (B) All costs of financing, including capitalized interest,
21 reserves, costs of issuance, costs of credit enhancements and any
22 other financial products necessary or desirable in connection
23 therewith, and any other costs related to financing.

24 (5) Thirty-three million dollars (\$33,000,000) from the San
25 Diego Coronado Toll Bridge Revenue Fund.

26 (6) Not less than seven hundred forty-five million dollars
27 (\$745,000,000) from the State Highway Account to be used
28 toward the eight hundred seventy-five million dollars
29 (\$875,000,000) state contribution, to be achieved as follows:

30 (A) (i) Two hundred million dollars (\$200,000,000) to be
31 appropriated for the state-local transportation partnership
32 program described in paragraph (7) of subdivision (d) of Section
33 164, prior to its repeal by Chapter 622 of the Statutes of 1997, for
34 the 1998-99 fiscal year.

35 (ii) The remaining funds intended for that program and any
36 program savings to be made available for toll bridge seismic
37 retrofit.

38 (B) A reduction of not more than seventy-five million dollars
39 (\$75,000,000) in the funding level specified in paragraph (4) of

1 subdivision (d) of Section 164, prior to its repeal by Chapter 622
2 of the Statutes of 1997, for traffic system management.

3 (C) ☐ Three hundred million dollars (\$300,000,000) in
4 accumulated savings by the department achieved from better
5 efficiency and lower costs.

6 (7) ☐ Not more than one hundred thirty million dollars
7 (\$130,000,000) from the Transit Capital Improvement Program
8 funded by the Public Transportation Account in the State
9 Transportation Fund to be used toward the eight hundred
10 seventy ☐ five million dollars (\$875,000,000) state contribution. If
11 the contribution in subparagraph (A) of paragraph (6) exceeds
12 three hundred seventy million dollars (\$370,000,000), it is the
13 intent that the amount from the Transit Capital Improvement
14 Program shall be reduced by an amount that is equal to that
15 excess.

16 (8) ☐ (A) ☐ The funds necessary to meet principal obligations of
17 not less than six hundred forty ☐ two million dollars
18 (\$642,000,000) from the state's share of the federal Highway
19 Bridge Replacement and Rehabilitation (HBRR) Program.

20 (B) ☐ If the project costs exceed four billion six hundred
21 thirty ☐ seven million dollars (\$4,637,000,000), the department
22 may program not more than four hundred forty ☐ eight million
23 dollars (\$448,000,000) in project savings or other available
24 resources from the Interregional Transportation Improvement
25 Program, the State Highway Operation and Protection Program,
26 or federal bridge funds for that purpose.

27 (C) ☐ None of the funds identified in subparagraph (B) may be
28 expended for any purpose other than the conditions and design
29 features described in paragraph (9).

30 (9) ☐ The estimated cost of replacing the San Francisco ☐ Oakland
31 Bay Bridge listed in subparagraph (H) of paragraph (4) of
32 subdivision (a) is based on the following conditions:

33 (A) ☐ The new bridge shall be located north adjacent to the
34 existing bridge and shall be the Replacement Alternative N ☐ 6
35 (preferred) Suspension Structure Variation, as specified in the
36 Final Environmental Impact Statement, dated May 1, 2001,
37 submitted by the department to the Federal Highway
38 Administration.

39 (B) ☐ The main span of the bridge shall be in the form of a
40 single tower cable suspension design and shall be the

1 Replacement Alternative N6 (preferred) Suspension Structure
2 Variation, as specified in the Final Environmental Impact
3 Statement, dated May 1, 2001, submitted by the department to
4 the Federal Highway Administration.

5 (C) The roadway in each direction shall consist of five lanes,
6 each lane will be 12 feet wide, and there shall be 10-foot
7 shoulders as an emergency lane for public safety purposes on
8 each side of the main traveled way.

9 (c) If the actual cost of retrofit or replacement, or both retrofit
10 and replacement, of toll bridges is less than the cost estimate of
11 four billion six hundred thirty-seven million dollars
12 (\$4,637,000,000), there shall be a reduction in the amount
13 provided in paragraph (4) of subdivision (b) equal to the
14 proportion of total funds committed to complete the projects
15 funded from funds generated from paragraph (4) of subdivision
16 (b) as compared to the total funds from paragraphs (6), (7), and
17 (8) of subdivision (b), and there shall be a proportional reduction
18 in the amount specified in paragraph (8) of subdivision (b).

19 (d) If the department determines that the actual costs exceed
20 the amounts identified in subparagraph (B) of paragraph (8) of
21 subdivision (b), the department shall report to the Legislature
22 within 90 days from the date of that determination as to the
23 difference and the reason for the increase in costs.

24 (e) Notwithstanding any other provision of law, the
25 commission shall adopt fund estimates consistent with
26 subdivision (b) and provide flexibility so that state funds can be
27 made available to match federal funds made available to regional
28 transportation planning agencies.

29 (f) For the purposes of this section, "principal obligations" are
30 the amount of funds generated, either in cash, obligation
31 authority, or the proceeds of a bond or other indebtedness.

32 ~~(g) The authority and the department shall amend the~~
33 ~~cooperative agreement required by Section 30952 to incorporate~~
34 ~~the following project oversight and control responsibilities~~
35 ~~relative to the Regional Measure 1 and toll bridge seismic retrofit~~
36 ~~programs:~~

37 ~~(1) The authority shall have budgetary authority over the~~
38 ~~Regional Measure 1 and toll bridge seismic retrofit programs,~~
39 ~~including establishing budgets for capital outlay and support~~

1 costs and approving contract change orders and claims and
2 adopting budget changes.

3 ~~(2) The department shall develop specifications and bid~~
4 ~~documents, shall issue bids, and shall award contracts for~~
5 ~~construction and design services for the Regional Measure 1 and~~
6 ~~seismic retrofit program projects. All contract specifications and~~
7 ~~bid documents shall be reviewed and approved by the authority~~
8 ~~prior to release. At the authority's option, the department shall~~
9 ~~assign the development of specifications and bid documents to,~~
10 ~~and the issuance of bids and the award of contracts to, the~~
11 ~~authority or to another public entity as identified and approved~~
12 ~~by the authority.~~

13 ~~(3) The department shall be responsible for project design and~~
14 ~~construction management for the Regional Measure 1 and~~
15 ~~seismic retrofit program projects. The authority shall contract~~
16 ~~with and oversee one or more private consulting firms to provide~~
17 ~~those services. The authority's project oversight and control~~
18 ~~process shall include, but not be limited to, reviewing bid~~
19 ~~specifications and documents, providing field staff to review~~
20 ~~ongoing cost and schedule estimating and scope control,~~
21 ~~reviewing all change orders and claims, and preparing project~~
22 ~~reports. The authority's project oversight and control services~~
23 ~~shall be an eligible expense from all toll revenues levied pursuant~~
24 ~~to _____.~~

25 ~~(4) The authority and the department shall establish the Toll~~
26 ~~Bridge Program Board of Control, which shall include the~~
27 ~~Director of Transportation or designee and the authority's~~
28 ~~executive director or designee. The Toll Bridge Program Board~~
29 ~~of Control shall review and approve key program staff, project~~
30 ~~staffing structures, and consultant and contractor services related~~
31 ~~to the Regional Measure 1 and toll bridge seismic retrofit~~
32 ~~programs. The Toll Bridge Program Board of Control shall~~
33 ~~establish a program management oversight group, which shall~~
34 ~~include an authority program director and a department program~~
35 ~~director. The oversight group shall meet regularly to review~~
36 ~~project status, review program costs and schedules, resolve~~
37 ~~project issues, evaluate project changes, and provide program~~
38 ~~direction, and shall report to the Toll Bridge Program Board of~~
39 ~~Control.~~

1 ~~(5) The department shall provide quarterly reports to the~~
2 ~~Legislature, and monthly reports to the authority, including, but~~
3 ~~not limited to, the construction status, actual expenditures, and~~
4 ~~forecasted costs and schedules for each of the Regional Measure~~
5 ~~1 and seismic retrofit program projects. All reports provided by~~
6 ~~the department to the Legislature shall first be reviewed and~~
7 ~~approved by the Toll Bridge Program Board of Control.~~

8 ~~(h)~~

9 (g) To ensure that the department manages the risks associated
10 with the toll bridge seismic retrofit projects, the department shall,
11 at minimum, take all of the following actions:

12 (1) Establish a comprehensive risk management plan that
13 clearly defines roles and responsibilities for risk management and
14 addresses the process by which it will identify and quantify
15 project risks, implement and track risk response activities, and
16 monitor and control risks throughout the duration of the project.

17 (2) Quantify the effect of identified risks in financial terms.

18 (3) Develop and maintain documents to track identified risks
19 and related mitigation steps.

20 (4) Regularly update its estimates of capital and support costs.

21 (5) Regularly reassess its reserves for potential claims and
22 unknown risks, incorporating information related to risks
23 identified and quantified through its risk assessment processes.

24 (6) Regularly integrate estimates for capital, support costs, and
25 contingency reserves into a programwide report.

26 (7) Submit quarterly status reports to the Legislature.

27 (8) Ensure that reports to the Federal Highway Administration
28 and others reflect current data and provide an accurate
29 representation of the project's status.

30 (9) When key events occur, quickly inform the Legislature and
31 others describing the effects of these key events on the project's
32 overall budget and schedule.

33 ~~(i)~~

34 (h) ~~(i)~~ Commencing January 1, 2004, and quarterly thereafter
35 until completion of all applicable projects, the department shall
36 provide quarterly seismic reports within ~~45~~ 30 days of the end of
37 each quarter to the transportation committees of both houses of
38 the Legislature and to the commission for each of the toll bridge
39 seismic retrofit projects in subdivision (a).

1 (2) ☐ The report shall include details of each toll bridge seismic
2 retrofit project and all information necessary to clearly describe
3 the status of the project, including, but not limited to, all of the
4 following:

5 (A) ☐ A progress report.

6 (B) ☐ The baseline budget for support and capital outlay
7 construction costs that the department assumed at the time that
8 Chapter 907 of the Statutes of 2001 was enacted.

9 (C) ☐ The current or projected budget for support and capital
10 outlay construction costs.

11 (D) ☐ Expenditures to date for support and capital outlay
12 construction costs.

13 (E) ☐ A comparison of the current or projected schedule and the
14 baseline schedule that was assumed at the time that Chapter 907
15 of the Statutes of 2001 was enacted.

16 (F) ☐ A summary of milestones achieved during the quarterly
17 period and any issues identified and actions taken to address
18 those issues.

19 (3) ☐ The report described in paragraph (1) shall also include a
20 programwide summary of the program's budget status for
21 support and capital outlay construction costs.

22 ☒

23 (i) ☐ (1) ☐ Commencing on January 1, 2004, and quarterly
24 thereafter until completion of all applicable projects, the
25 department shall provide quarterly seismic reports to the
26 transportation committees of both houses of the Legislature and
27 to the commission for other seismic retrofit programs.

28 (2) ☐ The reports shall include all of the following:

29 (A) ☐ A progress report for each program.

30 (B) ☐ The program baseline budget for support and capital
31 outlay construction costs.

32 (C) ☐ The current or projected program budget for support and
33 capital outlay construction costs.

34 (D) ☐ Expenditures to date for support and capital outlay
35 construction costs.

36 (E) ☐ A comparison of the current or projected schedule and the
37 baseline schedule.

38 (F) ☐ A summary of milestones achieved during the quarterly
39 period and any issues identified and actions taken to address
40 those issues.

1 SEC. 2. □Section 188.6 is added to the Streets and Highways
2 Code, to read:

3 188.6. (a) (1) The Legislature finds and declares that on
4 August 16, 2004, the department reported to the Legislature that
5 the funds identified in Section 188.5 are insufficient to complete
6 the state toll bridge seismic retrofit program, including the
7 replacement of the east span of the San Francisco-Oakland Bay
8 Bridge, due to cost overruns for the program estimated at three
9 billion two hundred twenty million dollars (\$3,220,000,000). The
10 department now estimates the program's overruns at three
11 billion five hundred thirty-eight million dollars (\$3,538,000,000).

12 (2) In its August 2004 Toll Bridge Seismic Safety Retrofit
13 Program Report to the Legislature and the Governor, the
14 department estimated that of the current cost increases on the
15 east span, 53 percent or one billion three hundred forty-eight
16 million dollars (\$1,348,000,000) was attributed to the
17 Self-Anchored Suspension (SAS) design. Subsequently, the
18 Business, Transportation and Housing Agency released the
19 findings of a study the agency had obtained through a contract
20 with a private consultant that concluded that the cost attributed
21 to the SAS design amounted to 53.2 percent of the toll bridge
22 retrofit program's overrun costs. In addition, the December 2004
23 audit report of the Bureau of State Audits on the Toll Bridge
24 Seismic Safety Retrofit Program concluded that one billion three
25 hundred forty-eight million dollars (\$1,348,000,000) of the
26 program's overrun costs were attributable to the SAS component
27 of the bridge work, including nine hundred thirty million dollars
28 (\$930,000,000) for the superstructure bid on the SAS.

29 (3) By enacting this section, it is the intent of the Legislature
30 to identify additional funds from various sources, as described in
31 subdivision (b), in order to fund this shortfall and so that the
32 program may proceed without further costly delay.

33 (b) It is the intent of the Legislature that funding to eliminate
34 the shortfall identified in subdivision (a) shall be derived from all
35 of the following sources:

36 (1) Consolidating and refinancing existing toll revenues by the
37 Bay Area Toll Authority and authorizing an additional one dollar
38 (\$1) toll on the state-owned toll bridges within the geographic
39 jurisdiction of the Metropolitan Transportation Commission
40 commencing on January 1, 2009, in order to generate not less

1 than one billion eight hundred seventy-five million dollars
2 (\$1,875,000,000) in additional resources for the program.

3 (2) Funding the cost of demolition of the existing east span of
4 the San Francisco-Oakland Bay Bridge from the state highway
5 operations and protection program, thereby reducing the project
6 shortfall by an estimated three hundred million dollars
7 (\$300,000,000).

8 (3) Funding the remaining one billion three hundred
9 sixty-three million dollars (\$1,363,000,000) from revenues from
10 the issuance of a general obligation bond.

11 (c) If the amount of the overruns estimated by the department,
12 as described in subdivision (a), is less than three billion five
13 hundred thirty-eight million dollars (\$3,538,000,000), the
14 savings shall be shared between the state and the authority in the
15 same proportion as their proportional contribution to the
16 estimated overruns costs, as provided in this section.

17 (d) If the amount of the overruns exceed the amount estimated
18 by the department, as described in subdivision (a), the authority
19 shall use the powers granted to it by the act amending this
20 section in the 2005-06 Regular Session to provide additional
21 financial resources to complete the state toll bridge seismic
22 retrofit program.

23 SEC. 3. Section 30886 is added to the Streets and Highways
24 Code, to read:

25 30886. To maximize the availability of funding necessary to
26 complete the state toll bridge seismic retrofit program, to more
27 efficiently manage the toll revenues from the toll bridges located
28 within the region under the jurisdiction of the commission, and to
29 expeditiously complete the seismic retrofit and replacement of
30 the toll bridge facilities identified in paragraph (2) of subdivision
31 (a) of Section 188.5, it is necessary and in the public's interest to
32 consolidate the financial management of all of the toll revenues
33 that are imposed by Sections 30916 and 31010 and that the Bay
34 Area Toll Authority manage all of those toll revenues.

35 SEC. 4. Section 30912 of the Streets and Highways Code is
36 amended to read:

37 30912. (a) Revenue derived from tolls on all bridges may be
38 expended, subject to the adopted annual budget of the authority,
39 for any of the following purposes:

40 (1) Safety and operational costs, including toll collection.

1 (2) ~~Costs of bridge construction and improvement projects,~~
2 ~~including seismic retrofit and replacement projects, and~~
3 ~~including debt service and sinking fund payments on bonds~~
4 ~~issued by the authority for those projects. The repayment of any~~
5 ~~advances from other state funds may be made from the toll~~
6 ~~revenue or bond proceeds.~~

7 (b) ~~The revenue determined by the authority as derived from~~
8 ~~the toll increase approved in 1988, and authorized by Section~~
9 ~~30917 for class I vehicles on the San Francisco-Oakland Bay~~
10 ~~Bridge shall be used, to the extent specified in paragraph (4) of~~
11 ~~subdivision (a) of Section 30914, for the construction of rail~~
12 ~~extensions specified in Section 30914 or for payment of the~~
13 ~~principal of, and interest on, bonds issued for those projects,~~
14 ~~including payments into a sinking fund maintained for that~~
15 ~~purpose.~~

16 (c) ~~Maintenance of the bridges specified in Section 30910~~
17 ~~shall be funded in accordance with procedures for funding~~
18 ~~maintenance of the southern bridge unit during the 1986-87~~
19 ~~fiscal year.~~

20 SEC. 5. ~~Section 30950.2 of the Streets and Highways Code is~~
21 ~~amended to read:~~

22 30950.2. (a) ~~The authority is responsible for the~~
23 ~~programming, administration, and allocation of all toll revenues;~~
24 ~~except revenues from the seismic retrofit surcharge, from~~
25 ~~state-owned toll bridges within the geographic jurisdiction of the~~
26 ~~Metropolitan Transportation Commission. After completion of~~
27 ~~the seismic projects and payment or provision for the payment of~~
28 ~~all bonds issued for the seismic projects, the authority may~~
29 ~~assume responsibility for the programming, administration, and~~
30 ~~allocation of the revenue derived from the seismic retrofit~~
31 ~~surcharge, at which time those revenues shall be deposited in the~~
32 ~~Bay Area Toll Account.~~

33 (b) ~~Revenues from the seismic retrofit surcharge from~~
34 ~~state-owned toll bridges within the geographic jurisdiction of the~~
35 ~~Metropolitan Transportation Commission shall remain pledged~~
36 ~~to repay bonds secured by the seismic retrofit surcharge issued~~
37 ~~by the California Infrastructure and Economic Development~~
38 ~~Bank in 2003 under Chapter 4.6 (commencing with Section~~
39 ~~31070) until these bonds are defeased. This subdivision shall~~
40 ~~become inoperative when those bonds are no longer outstanding,~~

1 *as that term is defined in the constituent instruments defining the*
2 *rights of the holders of those bonds.*

3 *SEC. 6. Section 30952 of the Streets and Highways Code is*
4 *amended to read:*

5 30952. (a) The department shall collect tolls, operate,
6 maintain, and provide rehabilitation of all bridges described in
7 Section 30910, including toll facilities, and be responsible for the
8 design and construction of improvements on those bridges in
9 accordance with programming and scheduling requirements
10 adopted by the authority. The department and the authority shall
11 enter into a cooperative agreement upon terms and conditions
12 that they shall deem mutually agreeable, including, without
13 limitation, provisions for the department to provide for the
14 operation of the bridges and the planning, design, and
15 construction of improvements to the bridges paid for by revenues
16 from tolls collected.

17 (b) The authority and the department shall amend the
18 cooperative agreement required by subdivision (a) to incorporate
19 the project oversight and control responsibilities described in
20 this subdivision relative to the Regional Measure 1, as described
21 in Section 30917 and hereafter referred to as RM 1, and the state
22 toll bridge seismic retrofit programs.

23 (1) The authority has budgetary authority over the RM 1 and
24 the state toll bridge seismic retrofit program, including
25 establishing budgets for capital outlay and support costs and
26 approving contract change orders and claims and adopting
27 budget changes.

28 (2) The department shall develop specifications and bid
29 documents and issue bids and award contracts for construction
30 and design services for the RM 1 and the state toll bridge seismic
31 retrofit program projects. All contract specifications and bid
32 documents shall be reviewed and approved by the authority prior
33 to their release. At the authority's option, the department shall
34 assign the development of specifications and bid documents and
35 the issuance of bids and the award of contracts to the authority
36 or to another public entity, as identified and approved by the
37 authority.

38 (3) The department shall be responsible for project design and
39 construction management for the RM 1 and the state toll bridge
40 seismic retrofit program projects. The authority shall implement

1 a project oversight and project control process for each of the
2 RM 1 and the state toll bridge seismic retrofit program projects
3 and may contract with, and oversee, one or more private
4 consulting firms to provide these services. The authority's project
5 oversight and control process shall include, but not be limited to,
6 reviewing bid specifications and documents, providing field staff
7 to review ongoing cost and to schedule estimating and scope
8 control, reviewing all change orders and claims, and preparing
9 project reports. The authority's expenses incurred for project
10 oversight and control services may be reimbursed by toll revenue
11 collected pursuant to Section 30916 or 31010.

12 SEC. 7. Section 30952.1 is added to the Streets and Highways
13 Code, to read:

14 30952.1. (a) The authority and the department shall establish
15 a Toll Bridge Program Board of Control, which shall consist of
16 the director and the authority's executive director.

17 (b) The Toll Bridge Program Board of Control shall review
18 and approve key program staff, project staffing structures, and
19 consultant and contractor services related to the Regional
20 Measure 1, as described in Section 30917, and state toll bridge
21 seismic retrofit programs.

22 (c) The Toll Bridge Program Board of Control shall establish
23 a Program Management Oversight Group, which shall include
24 an authority program director and a department program
25 director. The Program Management Oversight Group shall meet
26 regularly to review project status, program costs, and schedules;
27 resolve project issues; evaluate project changes; develop and
28 regularly update cost estimates, risk assessments, and cash flow
29 requirements for all phases of the project; and provide program
30 direction. The Program Manager Oversight Group shall report
31 to the Toll Bridge Program Board of Control.

32 SEC. 8. Section 30952.2 is added to the Streets and Highways
33 Code, to read:

34 30952.2. (a) The department shall provide quarterly reports
35 within 30 days of the end of each quarter to the Legislature and
36 monthly reports to the authority, including, but not limited to, the
37 construction status, actual expenditures, and forecasted costs
38 and schedules for each of the Regional Measure 1, as described
39 in Section 30917, and state toll bridge seismic retrofit program
40 projects. All reports provided by the department to the

1 Legislature shall be reviewed and approved by the Toll Bridge
2 Program Board of Control.

3 (b) The Toll Bridge Program Board of Control shall, on a
4 quarterly basis, present to, and consult with, the California
5 Transportation Commission on the status of the state toll bridge
6 seismic retrofit program. The board shall present updated cost
7 estimates and a detailed funding plan for the completion of the
8 program to the commission. The commission shall advise the
9 board on strategies to complete the program as expeditiously as
10 possible while limiting the program's impact on other statewide
11 transportation programs.

12 SEC. 9. ☐ Section 30953 of the Streets and Highways Code is
13 amended to read:

14 30953. ☐ ~~Except for the revenues from the seismic retrofit~~
15 ~~surcharge, toll~~ Toll revenues and all other income derived from
16 bridges pursuant to Chapter 4 (commencing with Section 30910)
17 shall be deposited in the Bay Area Toll Account, which is hereby
18 created.

19 SEC. 10. ☐ Section 30954 is added to the Streets and Highways
20 Code, to read:

21 30954. Subject to subdivision (b) of Section 30950.2, the
22 department shall transfer to the authority for placement into the
23 Bay Area Toll Account all revenues, interest earned, and existing
24 fund balances collected on or before that date on the bridges
25 pursuant to Chapter 4 (commencing with Section 30910). All
26 revenue from the seismic retrofit surcharge in the account is
27 continuously appropriated to the authority for the purposes
28 authorized by law.

29 SEC. 11. ☐ Section 30961 of the Streets and Highways Code is
30 amended to read:

31 30961. ☐ Toll bridge revenue bonds shall be issued pursuant to
32 a resolution adopted at any time, and from time to time, by the
33 authority by a majority vote of all members of the authority.

34 (a) ☐ The authority may from time to time issue bonds in
35 accordance with the Revenue Bond Law of 1941 (Chapter 6
36 (commencing with Section 54300) of Part 1 of Division 2 of Title
37 5 of the Government Code), for the purpose of constructing,
38 improving, or equipping any of the bridges or for any of the
39 purposes authorized by this chapter, Chapter 4 (commencing
40 with Section 30910), or Chapter 4.5 (commencing with Section

1 31000). Operation of the bridges or any grouping or units thereof
 2 shall constitute an "enterprise" within the meaning of Section
 3 54309 of the Government Code, and the authority shall constitute
 4 a "local agency" within the meaning of Section 54307 of the
 5 Government Code. Article 3 (commencing with Section 54380)
 6 of Chapter 6 of Part 1 of Division 2 of Title 5 of the Government
 7 Code shall not apply to the issuance and sale of bonds pursuant
 8 to this chapter. Instead, the authority shall authorize the issuance
 9 of bonds by resolution, and that resolution shall specify all of the
 10 following:

- 11 (1) ~~The~~ purposes for which the bonds are to be issued.
- 12 (2) ~~The~~ maximum principal amount of the bonds.
- 13 (3) ~~The~~ maximum term for the bonds or commercial paper.
- 14 (4) ~~The~~ maximum rate of interest to be payable upon the
 15 bonds or commercial paper. That interest rate shall not exceed
 16 the maximum rate specified in Section 53531 of the Government
 17 Code. The rate may be either fixed or variable and shall be
 18 payable at the times and in the manner specified in the resolution.

19 (b) ~~The~~ authority shall keep full and complete accounts for toll
 20 revenues and expenses of the toll bridges and shall annually
 21 prepare balance sheets showing the financial condition of the
 22 entire toll bridge enterprise as well as toll revenues and operating
 23 costs for each toll bridge. The accounts and related reports shall
 24 be maintained and prepared in accordance with generally
 25 accepted accounting practices and shall be subject to an annual
 26 audit conducted by an independent certified public accountancy
 27 firm licensed to practice in the state.

28 (c) *The authority may issue toll bridge revenue bonds to*
 29 *provide the department with sufficient funds to combine with the*
 30 *unspent proceeds of outstanding bonds issued by the California*
 31 *Infrastructure and Economic Development Bank under Chapter*
 32 *4.6 (commencing with Section 31070) to establish that those*
 33 *bonds are no longer outstanding, as that term is defined in the*
 34 *constituent instruments defining the rights of the holders of those*
 35 *bonds.*

36 SEC. 12. ~~Section 31010 of the Streets and Highways Code is~~
 37 ~~amended to read:~~

38 31010. (a) ~~There is hereby imposed a seismic retrofit~~
 39 ~~surcharge equal to one dollar (\$1) per vehicle for passage on the~~

1 bay area Bay Area state-owned toll bridges, except for vehicles
2 that are authorized toll-free passage on these bridges.

3 ~~(b) Funds generated by subdivision (a) may not be used to~~
4 ~~repay nontoll revenues committed to fund projects identified in~~
5 ~~paragraph (2) of subdivision (a) of Section 188.5. Following the~~
6 ~~date of the submission of the final report required in subdivision~~
7 ~~(d) of Section 188.5, funds generated pursuant to subdivision (a)~~
8 ~~that are in excess of those needed to meet the toll commitment as~~
9 ~~specified by paragraph (4) of subdivision (b) of Section 188.5;~~
10 ~~including annual debt service payments, if any, required to~~
11 ~~support the commitment, and other elements required to meet the~~
12 ~~obligations of the department's financing plan, shall be available~~
13 ~~to the authority for funding, consistent with Sections 30913 and~~
14 ~~30914, the purposes and projects described in those sections. The~~
15 ~~department shall transfer to the authority on an annual basis the~~
16 ~~funds made available to the authority under this subdivision.~~

17 ~~(c) Funds generated pursuant to subdivision (a) shall be paid~~
18 ~~to the authority directly and deposited in the Bay Area Toll~~
19 ~~Account pursuant to Section 30950.2 and shall constitute~~
20 ~~revenues of the tolls imposed on the bridges described in Section~~
21 ~~30910 for all purposes of Chapter 4.3 (commencing with Section~~
22 ~~30950).~~

23 ~~(d) Funds generated pursuant to subdivision (a) shall remain~~
24 ~~available to repay bonds issued by the California Infrastructure~~
25 ~~and Economic Development Bank in 2003 under Chapter 4.6~~
26 ~~(commencing with Section 31070) until they are no longer~~
27 ~~outstanding, as that term is defined in the constituent instruments~~
28 ~~defining the rights of the holders of those bonds. This subdivision~~
29 ~~shall become inoperative when the bonds are no longer~~
30 ~~outstanding, as that term is defined in the constituent instruments~~
31 ~~defining the rights of the holders of those bonds.~~

32 ~~(e) (1) There shall be no increase in—The department may~~
33 ~~increase the amount of the seismic retrofit surcharge beyond the~~
34 ~~level identified in subdivision (a) for the purposes identified in~~
35 ~~paragraph (4) of subdivision (a) of Section 188.5, except that the~~
36 ~~department shall have the authority to increase the seismic~~
37 ~~retrofit surcharge for debt service purposes only if the bank finds~~
38 ~~and the Department of Finance confirms that both of the~~
39 ~~following apply:~~

1 ~~(A) Circumstances on the bonds issued by the California~~
2 ~~Infrastructure and Economic Development Bank in 2003 under~~
3 ~~Chapter 4.6 (commencing with Section 31070) and only for as~~
4 ~~long as those bonds are outstanding if circumstances exist that~~
5 ~~have resulted in a reduction in the funds generated by subdivision~~
6 ~~(a) so as to jeopardize the payment of debt service for which toll~~
7 ~~revenues are authorized on those bonds. This subdivision shall~~
8 ~~become inoperative when those bonds are no longer outstanding~~
9 ~~due to their retirement or defeasance.~~

10 ~~(B) Bonds issued under Chapter 4.3 (commencing with~~
11 ~~Section 30950) shall not be impaired solely by action taken under~~
12 ~~this section, as evidenced by confirmation of the then existing~~
13 ~~ratings on those bonds, by the rating agencies then rating the~~
14 ~~bonds.~~

15 ~~(2) The requirement for the funding described in subparagraph~~
16 ~~(B) of paragraph (1) shall not apply if the voters approve an~~
17 ~~increase in the toll rate pursuant to subdivision (b) of Section~~
18 ~~30921.~~

19 ~~(d) The term of the financing plan developed by the~~
20 ~~department under Section 31071, for the purposes of funding the~~
21 ~~projects described in Sections 30913 and 30914, is extended for~~
22 ~~a period of 30 years commencing on January 1, 2008.~~

23 ~~(e) This section shall remain in effect only until the date that~~
24 ~~the California Transportation Commission notifies the Secretary~~
25 ~~of State that sufficient funds have been generated to meet the~~
26 ~~obligations identified in paragraph (4) of subdivision (b) of~~
27 ~~Section 188.5, and repayment of any outstanding debt secured by~~
28 ~~tolls, and as of that date is repealed. The California~~
29 ~~Transportation Commission shall provide the notice described in~~
30 ~~this subdivision upon making the determination set forth in this~~
31 ~~subdivision.~~

32 ~~(f) (1) For the purpose of completing the state toll bridge~~
33 ~~seismic retrofit program described in Section 188.5, the authority~~
34 ~~may increase by one dollar (\$1) the amount of the seismic retrofit~~
35 ~~surcharge identified in subdivision (a).~~

36 ~~(2) The authority shall hold at least two public meetings at~~
37 ~~least 45 days before taking any action pursuant to paragraph (1)~~
38 ~~to increase the amount of the seismic retrofit surcharge.~~

1 (3) *The authority may reduce the amount of the seismic retrofit*
2 *surcharge described in paragraph (1) to encourage electronic*
3 *toll payment.*

4 (g) *Notwithstanding any other provision of law, the amount of*
5 *the seismic retrofit surcharge shall not exceed the amount*
6 *required to pay for, or finance, costs of the state toll bridge*
7 *seismic retrofit program as described in Section 188.5.*

8 ~~SEC. 2:~~

9 SEC. 13. ☐ If the Commission on State Mandates determines
10 that this act contains costs mandated by the state, reimbursement
11 to local agencies and school districts for those costs shall be
12 made pursuant to Part 7 (commencing with Section 17500) of
13 Division 4 of Title 2 of the Government Code.

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CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL

No. 697

Introduced by Assembly Member Oropeza

February 17, 2005

An act to amend Section 2101 of, and to amend the heading of Chapter 3 (commencing with Section 2100) of Division 3 of, the Streets and Highways Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 697, as introduced, Oropeza. Highway Users Tax Account: appropriation of funds.

Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and generally requires the remaining revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in

the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature.

This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The heading of Chapter 3 (commencing with
2 Section 2100) of Division 3 of the Streets and Highways Code is
3 amended to read:

4
5 CHAPTER 3. HIGHWAY USERS TAX ~~FUND~~ ACCOUNT

6
7 SEC. 2. Section 2101 of the Streets and Highways Code is
8 amended to read:

9 2101. (a) All moneys in the Highway Users Tax Account in
10 the Transportation Tax Fund and hereafter received in the
11 account are appropriated for all of the following:

12 ~~(a)–~~
13 (1) The research, planning, construction, improvement,
14 maintenance, and operation of public streets and highways (and
15 their related public facilities for nonmotorized traffic), including
16 the mitigation of their environmental effects, the payment for
17 property taken or damaged for ~~such~~ those purposes, and the
18 administrative costs necessarily incurred in the foregoing
19 purposes.

20 ~~(b)–~~
21 (2) The research and planning for exclusive public mass transit
22 guideways (and their related fixed facilities), the payment for

1 property taken or damaged for ~~such~~ those purposes, and the
2 administrative costs necessarily incurred in the foregoing
3 purposes.

4 ~~(e)~~

5 (3) The construction and improvement of exclusive public
6 mass transit guideways (and their related fixed facilities),
7 including the mitigation of their environmental effects, the
8 payment for property taken or damaged for ~~such~~ those purposes,
9 the administrative costs necessarily incurred in the foregoing
10 purposes, and the maintenance of the structures and the
11 immediate right-of-way for the public mass transit guideways,
12 but excluding the maintenance and operating costs for mass
13 transit power systems and mass transit passenger facilities,
14 vehicles, equipment, and services, in any area where the voters
15 thereof have approved a proposition pursuant to Section 4 of
16 Article XIX of the California Constitution.

17 ~~(d)~~

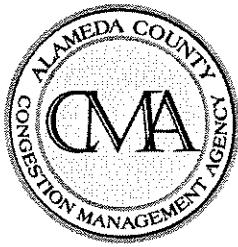
18 (4) The payment of principal and interest on voter-approved
19 bonds issued for the purposes specified in ~~subdivision (e)~~
20 paragraph (3).

21 (e) *Notwithstanding Section 13340 of the Government Code or*
22 *any other provision of law, in any year in which a Budget Act has*
23 *not been enacted by July 1 for the fiscal year beginning on July*
24 *1, all moneys in the Highway Users Tax Account in the*
25 *Transportation Tax Fund from the prior fiscal year are hereby*
26 *continuously appropriated and may be encumbered for the prior*
27 *fiscal year appropriations and for the purposes specified in this*
28 *section until the Budget Act for the fiscal year beginning July 1 is*
29 *enacted. To the extent necessary to implement this subdivision,*
30 *the Controller may make estimates of appropriations and*
31 *apportionments, as the case may be, for the purpose of making*
32 *apportionments or transfers specified in this chapter. Upon*
33 *enactment of a Budget Act for the fiscal year beginning July 1,*
34 *the Controller shall make necessary adjustments to reflect actual*
35 *appropriations and apportionments.*

36 SEC. 3. This act is an urgency statute necessary for the
37 immediate preservation of the public peace, health, or safety
38 within the meaning of Article IV of the Constitution and shall go
39 into immediate effect. The facts constituting the necessity are:

- 1 In order to provide a continued flow of funds for previously
- 2 authorized transportation projects and purposes in the event
- 3 enactment of a Budget Act is delayed beyond July 1, it is
- 4 necessary that this act take effect immediately.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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*June 23, 2005
Agenda Item 7.1*

Memorandum

DATE: June 15, 2005
TO: CMA Board
FROM: Plans and Programs Committee
SUBJECT: State Transportation Improvement Program:
Strategy of the Development of the 2006 STIP

Action Requested

It is recommended that the Board approve the process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP). The process recognizes the CTC's proposal for a two-tiered STIP and the uncertainty associated with the estimates of available funding over the next STIP period.

Discussion

The current STIP, adopted by the CTC in July 2004, is a five year programming document with projects programmed in FY 04/05 through FY 08/09. The 2006 STIP will add two additional program years, for a five year program FY 06/07 through 10/11. (Attachment B)

At their May meeting, the CTC adopted the 2006 STIP Fund Estimate assumptions. Due to the uncertainty surrounding the revenue assumptions, the CTC plans to proceed with a two-tiered Fund Estimate (FE). Tier 1 would be a conservative estimate providing a certain level of confidence in programming capacity (assumes no Prop 42 transfers, no loan repayments, and no tribal gaming revenues). Revenues in Tier 1 would be derived from state excise fuel tax, weight fees, and federal revenues. Tier 2 would be more optimistic, including Transportation Investment Fund (TIF) transfers, Transportation Congestion Relief Fund (TCRF) loan repayments, and Transportation Deferred Investment Fund (TDIF) repayments.

CMA staff is assuming the Alameda County bid target under the Tier 1 fund estimate to be \$0 and that some of the currently programmed STIP projects will be delayed. The Alameda County fund estimate under the Tier 2 is assumed to be about \$60 million.

Counties and regions will develop RTIP/STIP lists based on the more aggressive Tier 2 funding assumptions. Each county list should prioritize what projects should be in the Tier 1 list. The final 2006 STIP will be adopted in April 2006. Final Tier 1 project lists will be based on the CTC's final estimate of available funding. After the first year of the STIP - 06/07 - there may be additional modifications between Tier 1 & Tier 2 depending available funds.

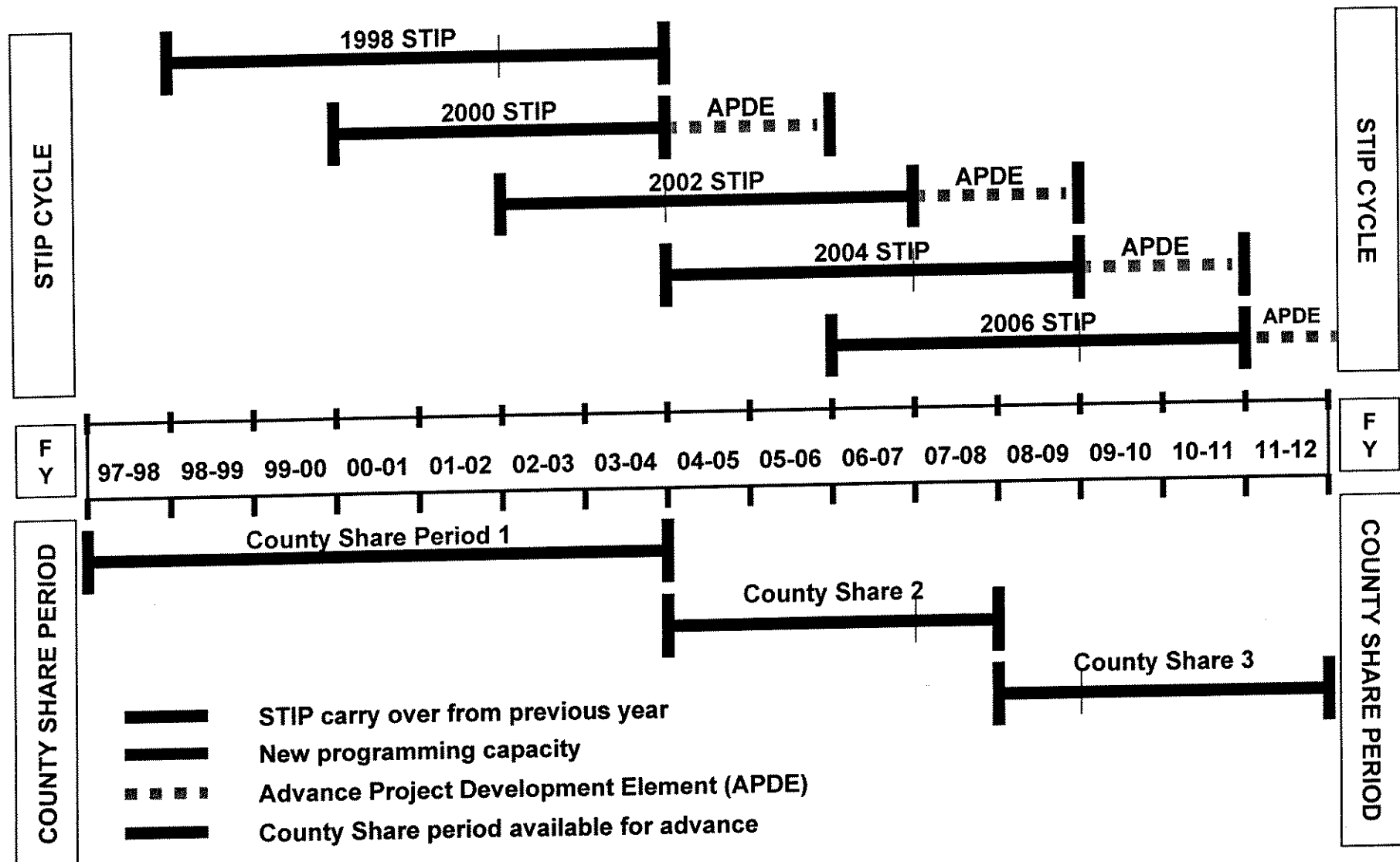
Because of this uncertainty, staff is recommending the following principles for the development of the 2006 STIP list:

Principles for Development of 2006 STIP List

- The CMA's initial efforts in the development of the 2006 STIP will focus on evaluation of the currently programmed projects.
- All sponsors will be required to provide the CMA with updated cost, scope and schedule information for currently programmed STIP projects.
- The CMA will accept applications for new projects based on the Tier 2 assumptions. Bid targets for all eligible agencies will be developed based on an estimate of two years of additional programming capacity – approximately \$60 million.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and all STIP programming requirements.
- Priority for new funding will be given to components of projects that are currently programmed in the STIP and/or CMA TIP, the five High Priority Projects listed in the Countywide Transportation Plan, and the Mission I-880 Interchange Phase IB project consistent with CMA Resolution 03-5 (revised). Additional projects will be considered by the Board on a case by case basis.
- The following criteria will be used for any prioritization required for existing STIP projects or for the programming of any new funds.
 - Highest priority to projects with design complete that can go to construction in the next 12 months
 - For the remaining projects, strike a balance between funding for construction and project development, considering the following issues:
 - ✓ How far along is project development? – Highest priority to projects that are closest to capital expenditure – construction or ROW
 - ✓ Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of these funds?
 - ✓ Can the project be phased?
 - ✓ Are there special considerations or timing constraints such as the need to preserve ROW or matching of other funds?
 - ✓ Priority consistent to CMA Board identified priority projects
 - ✓ Equity (geographic, sponsor, modal)

2006 STIP Proposed Schedule			
		CMA	MTC/CTC
May			
		ACTAC review draft 2006 STIP Strategy and Guidelines	CTC - Fund Estimate Assumptions adopted
June			
		CMA Release Call for Information for Existing STIP Projects	
		CMA approve 2006 STIP Strategy and guidelines	
July			
		Project Information For Existing Projects Submitted to CMA	Draft Fund Estimate reviewed by the CTC
		CMA Release Call for Projects for New Projects (dependent on Fund Estimate released by CTC in July)	MTC Approves RTIP Policies
August			
		NO CMA MEETINGS	CTC adopts Fund Estimate
		Project Information for New Projects Submitted to CMA (dependent upon CTC Fund Estimate)	
September			
		CMA Submits Draft Fact/Fund Sheets to MTC	
		Draft RTIP to CMA Board (9/22)	MTC Requests RTIPs (by 9/16)
October			
		CMA Submits Fact/Fund Sheets Revisions to MTC (10/5)	
			MTC circulates RTIP for public comment (10/14 - 11/15)
		CMA Board Approve Final RTIP (10/27)	
November			
			MTC approves RTIP (11/16)
December			
			RTIP Due to CTC (12/15)

STIP Cycle / County Share Period

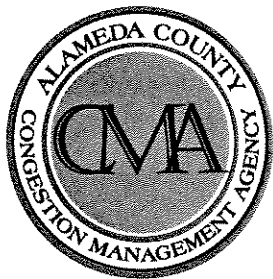


Source: MTC, July 2001

Alameda County - 2004 STIP - RIP

			\$ x 1,000					
Sponsor	PPNo.	Project	Amount Programmed	Prior	FY 05/06	FY 06/07	FY 07/08	FY 08/09
ALAMEDA RIP Funds								
AC Transit	2009C	Berkeley/Oakland/San Leandro Corridor	2,700			2,700		
AC Transit	2009D	Bus Component Rehabilitation	4,500				4,500	
AC Transit	2009B	SATCOM Expansion	1,000				1,000	
AC Transit	2009A	Transit Maintenance Facilities	3,705				3,705	
ACTA	0016R	I-880/Rte 262 HOV (AB 3090 reimbursement project under construction)	11,800		11,800			
Ala. County	2009L	Vasco Road Safety Improvements	1,400					1,400
Alameda	2009N	Tinker Avenue Extension	4,000					4,000
BART	2009F	Lake Merritt Channel Subway	2,000				2,000	
BART	2103	Oakland Airport Connector	23,000					23,000
BART	2009G	Stations Platform Edge Tiles	1,248				1,248	
Caltrans	0016Q	I-880/Rte 262 HOV (AB 3090 reimbursement project under construction)	25,037			25,037		
Caltrans	0096A	I-238 NB Widening	29,059			29,059		
Caltrans	0139B	I-580 Soundwall San Leandro	5,280		130		5,150	
Caltrans	117	I-580 WB Soundwall Livermore	1,009			1,009		
Caltrans	0069N	I-80 Aquatic Park Soundwall	2,986					2,986
Caltrans	A0157D	I-680 - Sunol Grade Southbound HOV Lane Phase 3	7,246				7,246	
Caltrans	0016S	I-880/Route 262 Landscaping	3,640				3,640	
Caltrans	0081D	Route 84 New 4-Lane Expressway	10,000					10,000
Caltrans	1017	Route 84 WB HOV Lane Extension	280		280			
Caltrans	1018	Route 84 WB HOV On-Ramp	280		280			
Emeryville	2009M	Mandela Parkway Extension Ph II	1,900			1,900		
Emeryville	2020	Emeryville Intermodal Transfer Station	2,110					2,110
LAVTA	2009K	Satellite Bus Operating Facility	4,000					4,000
Oakland	1022	I-880 42nd Ave./High St. Access	3,130				3,130	
Union City	2110	Union City Intermodal	7,007		720		4,004	2,283
Programmed Totals			158,317	0	13,210	59,705	35,623	49,779
TE Funds								
Union City	2110	Union City Intermodal	5,307		5,307			
Programmed Totals			5,307		5,307	0	0	0

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Memorandum

*June 23, 2005
Agenda Item 7.2*

Date: June 16, 2005
To: CMA Board
From: Plans and Programs Committee
Subject: Lifeline Program

Action Requested

It is recommended that the Board authorize the CMA to submit notification to MTC that the CMA and ACTIA will jointly administer the Lifeline Transportation Program and that the CMA has an interest and is willing to administer the program consistent with MTC's Guiding Principles for County Lifeline Programs guidelines. A copy of MTC's Guiding Principles is attached. MTC has designated the CMAs and/or other countywide entities as administering agencies for the initial three years of the Lifeline Transportation Program. The Program will address transportation needs of low-income people in areas that have developed a Community Based or similar Transportation Plan. MTC will allocate \$4.1 million to Alameda County over three years. ACTIA administers special transportation for senior and people with disabilities, many of whom are low income. CMA and ACTIA staffs have initiated discussions to coordinate the administration of the Lifeline program, with CMA administering capital funds and ACTIA administering operating funds. Staff will develop a more detailed work program and report back in September 2005.

Next Steps

CMA staff will continue to meet with ACTIA to develop refined policies and an implementation plan for the Board to review in September 2005.

Discussion

On April 27, 2005, MTC approved Guiding Principles for the Lifeline Transportation Program. The Program allocates over \$200 million in new revenues to address mobility needs for residents of low-income communities over the Transportation 2030 Plan's 25 year horizon. See Attachment A for MTC Lifeline Guidelines.

The adopted guidelines include a three-year initial funding period (FY 2005/2006 through 2007/2008) in which the administration of the projects funded through this program would be at the county level. The guidelines designate the CMAs and/or another countywide entity as

administering agencies and require that the administering agencies submit notification to MTC identifying which agency or agencies will administer the program and affirming their intent to administer it consistent with MTC's guidelines.

Over a three year period, Alameda County is anticipated to receive \$4.1 million for Lifeline projects/programs. MTC's Guidelines state that funding for projects/programs identified through the Community Based Transportation Plans or other documented assessment of needs can come from the Lifeline Transportation funds.

In MTC's 2001 Lifeline Transportation Network Report, they identified four areas in Alameda County as low income with transportation gaps. These include: Ashland/Cherryland/South Hayward, West Oakland, East Oakland, and Berkeley/West Berkeley and Fruitvale/Alameda. The CMA has developed a Community Based Transportation Plan for the Ashland/Cherryland/South Hayward area and is in the process of hiring a consultant for a West Oakland Plan.

ACTIA administers special transportation funds for seniors and people with disabilities. Many seniors and people with disabilities are low-income. MTC's guidelines indicate that, "transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding new programs."

Because of the work ACTIA does with seniors and disabled throughout the County, staff at CMA and ACTIA have worked together to identify how the agencies could collaboratively implement this program in Alameda County. At this time, it is envisioned that CMA would administer the capital portion of the program and ACTIA would implement the program as it relates to seniors and disabled, with the possibility of working with AC Transit to leverage the Measure B funds allocated for Welfare to Work. Specific details will be worked out between both agencies and brought back to the Board for approval.

Date: April 27, 2005
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 3699
Page 1 of 5

Lifeline Transportation Program Guideline

GUIDING PRINCIPLES FOR COUNTY LIFELINE PROGRAMS FY 2005-06 through FY 2007-08

Program Goals: The county programs are established to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan, or are otherwise based on a documented assessment of needs within the designated communities of concern. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects.

Program Administration: MTC recommends the Lifeline Program be administered by the Congestion Management Agencies (CMAs)¹ for a minimum of three years (FY 2005-06 through

¹ Alameda County Congestion Management Agency
Contra Costa County Congestion Management Agency
San Francisco County Transportation Authority
Marin County TAM
Napa County Transportation Planning Agency
San Mateo City-County Association of Governments
Santa Clara Valley Transportation Authority
Sonoma County Transportation Authority
Solano Transportation Authority

FY 2007-08). At a CMA's discretion, and with concurrence by MTC, a countywide entity other than or in addition to the CMA may administer the program. That entity must either be an eligible recipient of respective Lifeline Transportation fund sources, or capable of serving as fiscal agent to administer program funds, and otherwise meet program expectations as described in these program guidelines.

MTC requests receipt of written documentation no later than September 30, 2005 from the CMA governing board either agreeing to the terms outlined in the guidelines for administering the program, or identification of another countywide entity recommended to administer the program in lieu of the CMA. That countywide entity will likewise submit notification to MTC of its interest and willingness to administer the program consistent with these guidelines, for the Commission's consideration and approval. Absent this documentation, MTC will hold the county's lifeline funding in reserve until such time a local agreement is reached.

Prior to completion of the three-year period MTC, in consultation with CMAs or other project administrators and other program stakeholders, will conduct an evaluation to assess program results, and to recommend a long-term strategy for administration of the Lifeline Program.

All interim lifeline funds will be available for direct services, and not used to cover costs that may be incurred by the CMAs or other countywide agency in administering this program.

Multi-Year Programming: A one-time multi-year programming cycle will be conducted to select eligible lifeline transportation projects.

Competitive Process: For the county programs, funds must not be allocated by formula to sub-areas within the county. Projects must be selected consistent with the findings of a CBTP, countywide regional welfare-to-work plan or other documented assessment of needs within the designated communities of concern. Where plans have not been completed, projects will be selected through an open, competitive process in order to fund those projects that best exemplify the program principles and result in the greatest community benefit.

Grant Application: To ensure a streamlined application process for sponsors, a universal application form (or standard format and content for project proposals) will be developed jointly by MTC and CMA staff, but may be modified as appropriate by the CMAs or countywide administering agency for inclusion of county-specific grant requirements. The "call for projects" for the county programs should be coordinated as closely as possible.

Program Match: A local match of a minimum of 20% of the total program cost is required; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost. Project sponsors may use other local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the minimum 20% matching fund requirement. In addition, the required match can include other *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and

Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement, and in-kind costs associated with oversight of the project may also be considered to meet the match requirement.

Evaluation Criteria: Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Project Selection/Draft Program of Projects: The CMAs (or other countywide administering agency) shall provide an opportunity for outside interests and organizations (e.g., local department of social services, transit agencies and other transportation service providers, local community-based organizations, etc.) to assist in developing and/or to comment on a proposed list of projects to fund. A list of participants in the CBTP processes or other prior lifeline related activities will be provided to the project administrator for their consideration.

In funding projects, preference will be given to strategies emerging from the local CBTP process, if completed, or from a countywide regional welfare-to-work or other documented assessment of need within the designated communities of concern. Regional lifeline funds should not supplant or replace existing sources of funds. Lifeline funds may be used for either capital or operating purposes. Eligible operating projects, consistent with requirements of funding sources, may include (but are not necessarily limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's programs, taxi voucher programs, improved access to autos, etc. Inter-county projects may also be funded, if two or more counties wish to jointly plan for and fund such a project. CMA or countywide administering agency will consider the project sponsor's ability to sustain ongoing funding beyond the initial grant funding.

Capital projects that do not require ongoing funding are encouraged. Examples of eligible capital projects include (but are not necessarily limited to) purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding new programs.

Funding: Funding amounts will be assigned to each county, based on the distribution outlined in Table A. MTC will confirm project/applicant eligibility, and assign appropriate fund source for each project. If CMAQ (or JARC) funds are used, MTC will program the project into the TIP. If STA funds are used, MTC will either allocate funds directly to transit agency or other eligible entity, as applicable, or will enter into a funding agreement with the CMA or other countywide administering entity for transfer of the funds to the project sponsor through a funding agreement. Projects funded must meet the eligibility requirements of the respective source of funds.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a “use it or lose it” policy. Should there be a balance of non-programmed lifeline funds from a county’s fund share after conducting the call for project/project selection process, an equivalent amount of funds would be reserved for the respective county for reprogramming to other Lifeline related investments at a future date.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and funding match and obligation deadlines.

Project Oversight: The CMAs or equivalent countywide agency will be responsible for oversight of projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, the CMA or other administering entity will ensure, at a minimum, that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

CMAs or other program administrators are responsible for programmatic and fiscal oversight of new lifeline projects. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the program projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Program Evaluation: MTC, in consultation with CMAs or other countywide program administrator will conduct a program evaluation to report on the results of the program, and to recommend future funding and programmatic oversight for the \$216 million dedicated to the program as part of the Transportation 2030 Plan. The cost to administer the program will be considered as part of the program evaluation to be conducted upon completion of the three-year cycle.

TABLE A			
County	% Bay Area poverty population*	Estimated (minimal) funding FY 2005-06 through FY 2007-08**	
		Annual	3 Year
Alameda	27.4%	1,370,000	4,110,000
Contra Costa	12.5%	625,000	1,875,000
Marin	2.7%	135,000	405,000
Napa	1.7%	85,000	255,000
San Francisco	15.1%	755,000	2,265,000
San Mateo	7.1%	355,000	1,065,000
Santa Clara	21.7%	1,085,000	3,255,000
Solano	5.5%	275,000	825,000
Sonoma	6.3%	315,000	945,000
TOTAL	100%	\$5,000,000	\$15,000,000

* Based on federal poverty levels reported in 2000 US Census data

Metropolitan Transportation Commission Programming and Allocations Committee

April 13, 2005

Item Number 4b

Resolution Nos. 3536, Revised, 3547, Revised, 3615, Revised, 3625, Revised and 3699

Subject: Lifeline Transportation Funding Augmentation and Program Guidelines.

Background: In February 2005 the Commission adopted the Transportation 2030 Plan, which commits new revenues of up to \$216 million over the plan's horizon to address mobility needs for residents of low-income communities. The Plan also included a number of Calls for Action, which together establish a work plan to further advance planning and funding initiatives specific to lifeline services.

The new funding is assumed as a combination of federal Job Access and Reverse Commute (JARC) funds and State Transit Assistance (STA) funds generated through Proposition 42. Unfortunately, the Proposition 42 funds are not expected to be available until FY 2008-09, at the earliest. In the interim, MTC staff has identified \$15 million in Regional Discretionary STA and federal Congestion Mitigation Air Quality (CMAQ) funds to accelerate Lifeline Program funding and serve as a "bridge" over the next three years until the Proposition 42 funds become available.

Staff proposes to subvene the Lifeline funds by formula to each county and that Congestion Management Agencies (CMAs) assume a lead role for administering the program in their respective counties, or designate another countywide entity that could otherwise serve in this capacity. The attached program guidelines describe the process and criteria by which the Lifeline Transportation Program would be administered, and a process by which eligible grantees can apply for and receive Lifeline Transportation funding for the three-year period, FY 2005-06 through FY 2007-08.

Recommendation: 1) Approve Lifeline Program Guidelines: Refer MTC Resolution No. 3699 to the Commission for approval.

2) Approve changes to First and Second Cycle STP/CMAQ programs to shift CMAQ funds to the Lifeline Program: Refer MTC Resolutions 3536, Revised; 3547, Revised; 3615, Revised; and 3625, Revised to the Commission for approval.

Attachments: Executive Director's Memorandum
MTC Resolution Nos. 3536, Revised, 3547, Revised, 3615, Revised, 3625, Revised, and 3699